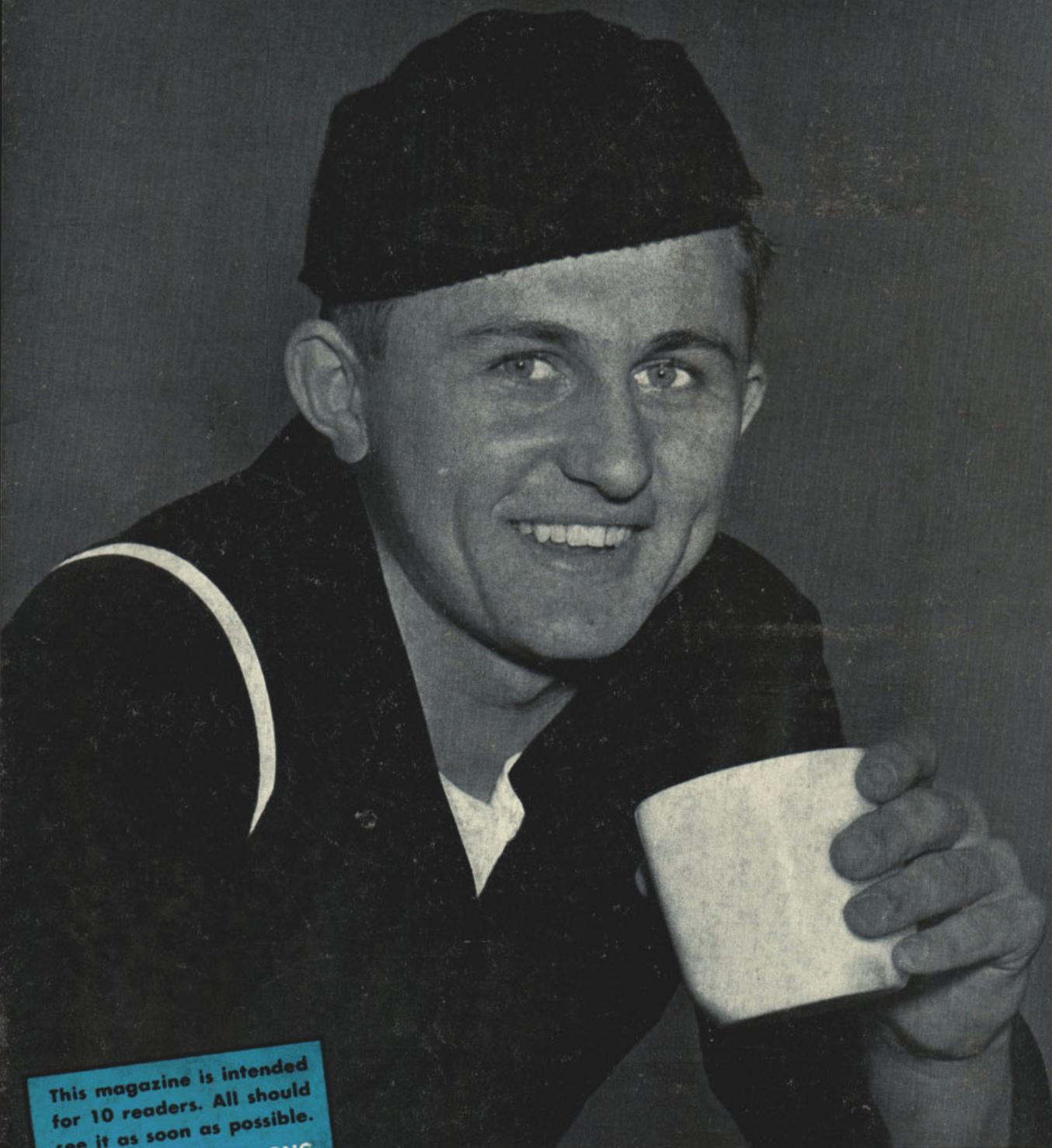


ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPER-0



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for 10 readers. All should
see it as soon as possible.

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JANUARY 1949



SPRAY
DAY

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1949

Navpers-O

NUMBER 383

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

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● FRONT COVER: Fortified against watch-cap weather by a cup of Navy coffee, Clarence E. Tacker, SA, of Stiles, Pa., "takes five."—*All Hands* photo by E. K. Armour, PH1, USN.

● AT LEFT: Refueling operations under adverse sea conditions are conducted by USS *Zellars* (DD 777) alongside USS *Kearsarge* (CV 33) during maneuvers in North Atlantic. (See pp. 8-10.)

CREDITS: All photographs published in *All Hands* are official U. S. Navy photos unless otherwise designated: p. 2, top, and p. 3, top, San Francisco Examiner; p. 4, top right, *Submarine Navigation*; pp. 20-23, ONI; p. 32, top left, AP.

SNORKEL: AN



SNORKEL shears of USS *Barbero* are visible at left. Device enables submariners to cruise at nearly full periscope depth for extended periods of time.

CONTRARY to current belief, the submarine breathing apparatus known as snorkel is old enough to be its own grandpaw.

As an idea on paper, it harks back 120 or more years ago. As a workable gadget for peacetime use, it first appeared on Simon Lake's submersible creation of half a century ago. As a practical improvement in underseas warfare, the breathing gear emerged in perfected form on Dutch submarines prior to World War II.

None of these milestones of development was contributed by the Germans. Although the German Navy made good use of breather-fitted craft toward the end of World War II, recent evidence seems to indicate that ideas from captured Dutch submarines and not German ingenuity prompted their development of snorkel.

Even though Allied naval officials in London knew the Dutch equipment had fallen into German hands, they were not upset by the prospects. Their considerations probably were: (1) breathing equipment for submarines was not radically new, and (2) its use would impose so many handicaps that the German Navy would resort to it only as a means of desperation.

That last resort was at hand with the advent of radar search planes which could cover large areas in a short time to detect enemy submarines at great distances.

On the other hand, the Allies also knew of the Dutch gear, for three Dutch submarines equipped with the breathing apparatus arrived in English ports while the battle for Holland was still in progress—in May 1940.

No attempt was made during wartime to fit out Allied underseas craft with comparable devices, since it was not necessary. Had the Japanese perfected submarine detection to the same extent as the Allies, there is a good possibility that American and British craft would also have been fitted with breathing devices evolved from the Dutch model.

While both fleet-type and newly constructed American submarines today are being fitted for exhaustive testing, snorkel still imposes many hardships and problems in submarine operation.

Some of these are long standing difficulties, inherent in the earliest conceptions of the gear. Back in 1827 a French submarine authority by the name of Castera took out a patent for a salvage boat equipped with a float which would ride on the surface while the craft proceeded submerged. Two aeration tubes were mounted beside the conning tower, leading upward to the float. As the submarine dove to deeper water, the aeration tubes lengthened to allow freedom of movement.

In the bottom of the craft were fitted several lookout portholes of thick

glass and a pair of heavy leather gloves, which would enable the occupant to pick up such items as might be seen on the bottom of the sea or river.

Although the boat was never constructed, its considerable hazards were apparent.

A similar underwater salvage craft was devised by an American named Roman Morhard in 1885. According to plans, air was to enter the interior of the boat from the surface through two small floats connected to the submarine by flexible rubber tubes.

Perhaps fortunately for the inventor, the craft never reached production stage.

Many inventions had come into use providing for an internal supply of air long before the time of Simon Lake, the American inventor of considerable prominence, so his *Argonaut* was equipped with both an internal compressed air supply and ventilating tubes leading to the surface.

Argonaut's first public trials were held in the Patapsco River near Baltimore, and the following year Lake and a crew of four took off for extensive tests in the Chesapeake and shallower reaches of the Atlantic.

Fitted with wheels, *Argonaut* was able to submerge and run along the



CONTRAST between sleek *Corporal* (SS 346) and the cluttered superstructure of

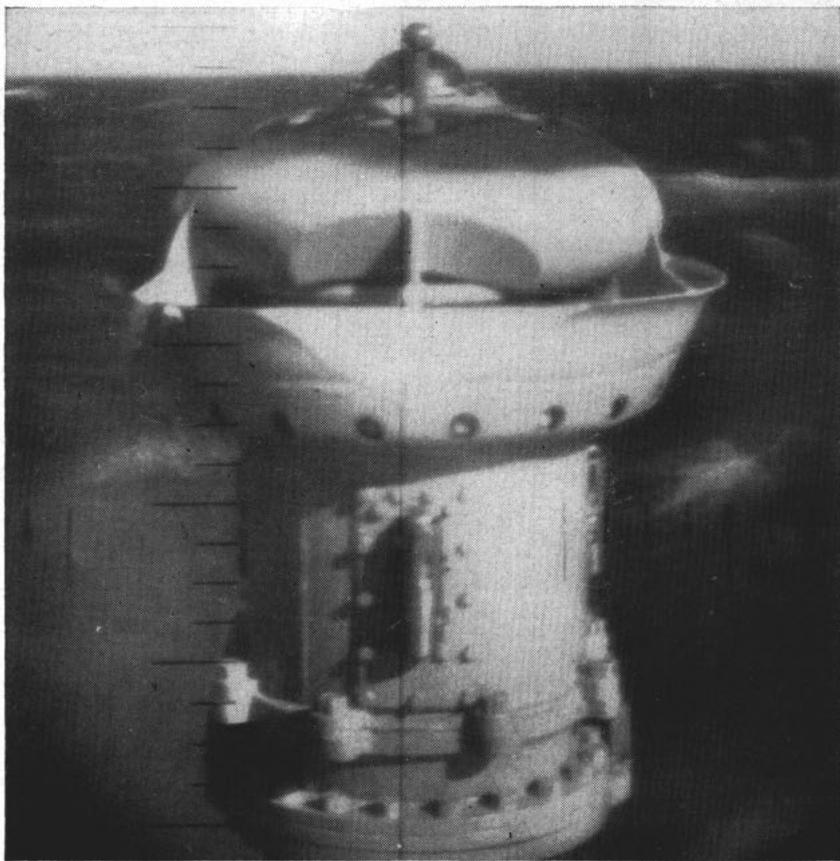
OLD SALT

bottom while the crew amused themselves by standing over the opened diver's hatch to pick up sea shells, oysters and whatever else might be found. The internal pressure of the diving compartment equalized the water pressure to prevent flooding.

As a boy of 10, Lake had become obsessed with the idea of building a submarine after reading the famous book by Jules Verne, *Twenty Thousand Leagues Under the Sea*, dealing with the activities of a submarine which chemically derived its oxygen for human and engine use from the surrounding water, and thus was capable of staying submerged as long as desired.

Argonaut returned from her voyage after cruising nearly 2,000 miles, and Verne joined the rest of the world's applause by sending a cablegram from France: "While my book is entirely a work of the imagination, my conviction is that all I said in it will come to pass. The lengthy voyage of the Baltimore submarine boat is evidence of this. . . . The next great war may be largely a contest between submarine boats."

Lake's *Argonaut* was fitted with a 30-horsepower gasoline motor for motive power and with two steel tubes in which compressed air could be stored, lasting in use for 24 hours. Wherever



PERISCOPE photograph taken while Barbero was submerged and under way shows the small portion of the snorkel that remains above the ocean's surface.

possible, however, the craft operated on air supplied through a hollow mast while another mast expelled exhaust gases from the engine. For emergencies, *Argonaut* also could rely on a buoy, which would rise to the surface and allow air to flow down its hose.

While the earlier ancestors of snorkel were concerned only with peacetime operations, it was not until 1927 that a Royal Netherlands Navy officer, Lieutenant Commander J. J. Wichers, now retired, began to evolve the modern concept of the "submerged diesel system."

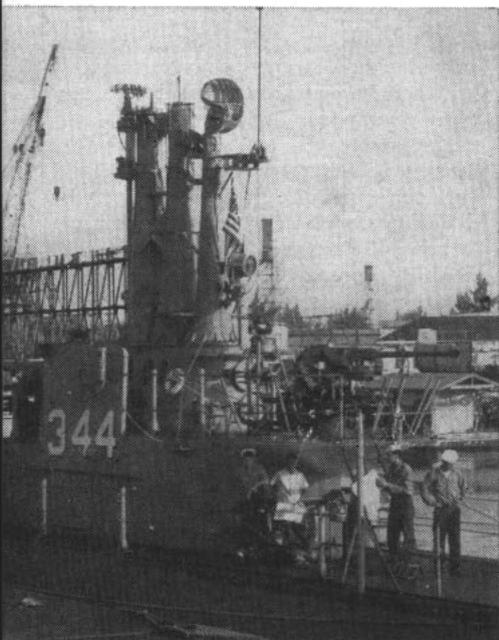
According to written material from the Netherlands Naval Information Service directed to ALL HANDS, Wichers perceived the need of some device to increase the submerged speed of the submarine. In the 30 years from 1904 to 1934, merchant vessels had been able to double their speed while the output of the electric battery system of propulsion in underseas craft remained essentially unimproved.

With the increasing difference in speed, the angle of attack for the submarine was growing smaller throughout the years. A diagram emphasized

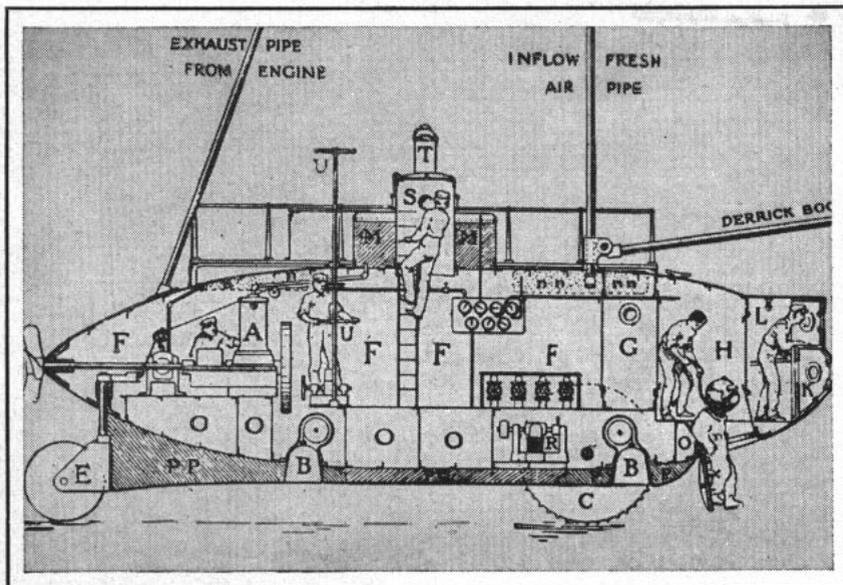
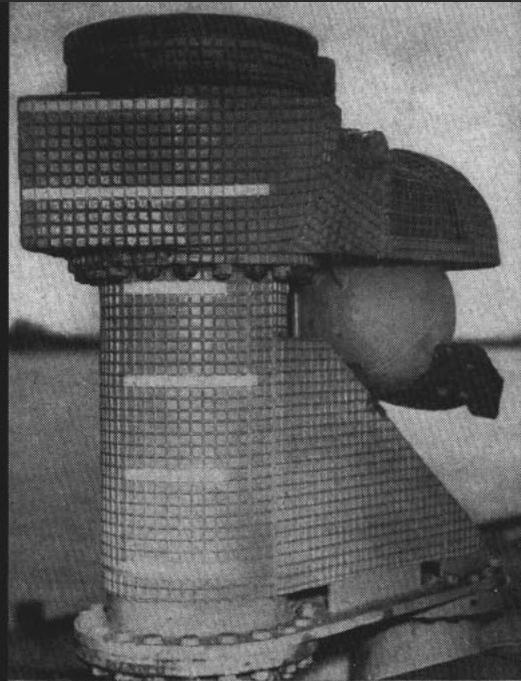
this to Wichers with graphic clarity—for instance, a submarine which had been able to stalk her prey from an angle of attack of 61° in 1904 would have had only 22° under the same conditions in 1934, because of the greater disparity in speed.

"This angle could be increased," the translation of the Dutch account reads, "if the submerged submarine would be able to sail on diesel engines, which would be made possible if air could be obtained. Lieutenant Commander Wichers then conceived the idea to make a pipe protruding above the surface of the water, through which the engines could inhale their breathing air."

For six years Wichers continued experimenting with this idea, at the end of which it was presented to the Commander in Chief of the Netherlands Naval Forces in the Dutch East Indies. "The aim of the plan," the information notes, "was to change the attacking tactics of the submarine. It could reconnoiter a target, then steam on the surface towards a forward position, then approach on engines while submerged, while the main attack



Cobbler (SS 344) is indicative of current trend of U. S. submarine construction.



GERMAN 'schnorkel' (left) was installed on Type XXI submarines. Right: Sectional view of Lake's submarine *Argonaut*.

would be carried out on main motors."

By 1937 the Dutch Navy had two submarines, designated 0-19 and 0-20, fitted out with the new apparatus. "On these boats," the Dutch say, "the difficulties were mastered and the apparatus appeared to be a great success." Wichers found the angle of attack had increased back again to 65°, or a few degrees more than in 1904.

When war broke out in May 1940, with a five-day blitzkrieg of Holland, the new submarines 0-21, 0-22, 0-23 and 0-24 escaped to the United Kingdom but Wichers personally states that "unfortunately the apparatus was demolished directly after arriving there." The crew of 0-25 scuttled their craft in Holland, but the Germans marched in to take possession of 0-26 and 0-27. "To all probability," the information states, "the Germans also captured the building drawings and they could reconstruct the invention."

In the years that followed, the Germans made prodigious progress and by September 1944, their new Type XXI submarine, fitted with snorkel and

larger batteries which doubled their submerged speed, began to appear in operations.

The impact of the snorkel-fitted Type XXI was summed up by Rear Admiral Charles B. Momsen, USN, Assistant CNO for undersea Warfare: "With this device, submarines were not required to come to the surface to charge batteries."

Radar had occupied a large part of the Germans' worries, and in snorkel they had a potent weapon against it. Fitted with snorkel breathing masts, the Type XXI subs were believed by the Germans to be only one-third as susceptible to radar detection as compared with types which were forced to surface to charge their batteries. By covering their snorkel and periscope with rubber coatings, they estimated that chance was lessened to one-ninth.

Airborne radar had forced Nazi subs out of the English channel and other concentration points. Now, with snorkel, they were able to return, remaining on the bottom most of the time

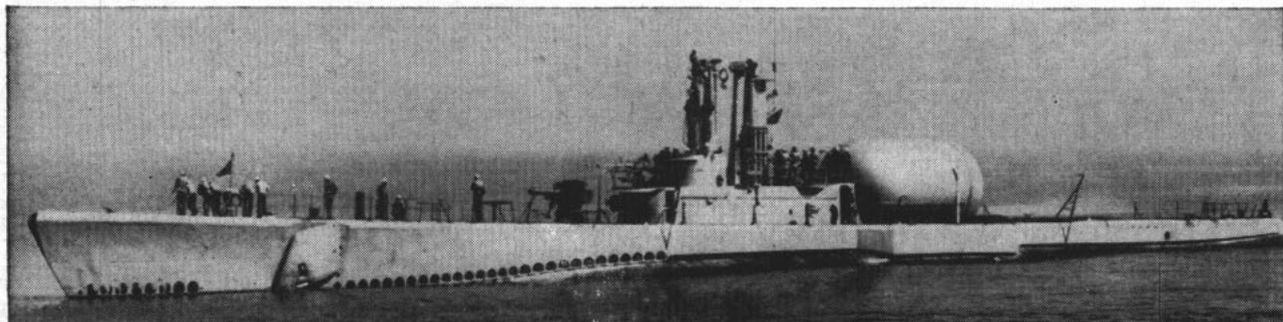
and ascending only to snorkel depth to recharge batteries.

The air came in an intake trunk and a diesel exhaust lead expelled vitiated air from the engines. At the top of the mast and forming the head of the intake pipe was a floater valve which closed when water entered, thus shutting off the compartment until the pipe was free.

German success in the use of the device varied considerably. While U-1229 was able to proceed in the North Atlantic for more than 14 days, surfacing only 10 or 15 minutes each night to take navigational sights, and U-300 could cross the North Sea in only nine days largely because of snorkel, their compatriots in other vessels were having troubles.

Men from U-715 reported their snorkel floater valve would close for long periods causing the diesel motors to use up oxygen at a tremendous rate, creating a vacuum and producing ear trouble, nausea and complete exhaustion among the crew.

The same valve defect resulted in



TROOP TRANSPORT submarine *Perch* is snorkel equipped. The chamber on the after deck contains assault gear.

diarrhea among the crew of U-269, and diesel exhaust fumes frequently flowed through their compartments. Another U-boat, operating in the English Channel, frantically radioed German submarine control that two-thirds of her ship's company was suffering from carbon monoxide poisoning through use of snorkel.

The problem of maintaining trim also seemed to plague U-boat commanders, for the snorkel intermediate valve in many boats allowed a constant trickle of water to enter the submarine, necessitating the use of pumps.

The detective powers of radar diminished as snorkel increased detection difficulties, and American anti-sub chasers came to rely more on visual sight, for the snorkel always left a tell-tale track of smoke and haze.

Efficient or not, the new Type XXI was the last hope of the German Navy to recapture the glory of former wolf-pack days, and during the winter of 1943-1944 the entire resources of Germany were channeled into production of this submersible.

By that time, Allied planes were clouding German skies, and both industrial and naval centers were rocking under the impact of the block-busters. The Type XXI subs which had already been launched were experiencing many design difficulties which hampered their operations.

Germany was on the skids, irretrievably. Even their new Type XXVI, a radical design for which they estimated the astounding submerged speed of 26 knots through use of hydrogen peroxide for both engines and crew, could not have changed the tide had they been ready sooner.

While snorkel was an important innovation in 1944, its post-war luster is both overpolished and fading as new countermeasures reach perfection. In this winter's fleet maneuvers off Argentina (see p. 8), only one warship fitted with modern gear was "lost" while five snorkel subs were "sunk," even though they had a tremendous planned advantage in area and weather conditions and operational information.

The U.S. snorkel is greatly superior to the German production of the Dutch original, and the Navy's new anti-sub (and anti-snorkel) devices are a highly perfected secret unequalled by any other nation. In the meantime, the Navy is pushing research on new types.

It's a distinct possibility that snorkel, which arrived in World War II too late, will soon be outdated.



SHANGHAIED!—Two burly shore patrolmen recruit a 'volunteer' in an all-out effort to overcome an acute feline shortage in Grondal, Greenland.

Mouse-Maulers on Permanent Duty in Greenland

Although they didn't have much to say in the matter, six Navy cats are now on duty at the Naval Operating Base, Grondal, Greenland.

The unsuspecting cats, until recently strays at the Naval Base, Newport, R.I., sailed on the icebreaker *USS Whitewood* (AG 129) to Greenland. They disembarked for mousing duty in Grondal.

The cats were "recruited" for their northern trip when a high-ranking officer became aware of a disturbing deficiency in the facilities of the small base at Grondal. The barracks were neat and orderly, the administration building all naval efficiency, the messhall a paragon of cleanliness—yet something was definitely lacking. The captain thought awhile before it came to him—no cats!

On his plane back to the States he mulled it over in his mind. Grondal wasn't overrun with mice, by any means. He couldn't even recall having seen one. Yet cats were part of the defenses of any well-ordered naval base, and an emergency might arise at any time for which Grondal was unprepared.

When the call for able-bodied cats to sign on for a northern cruise was published at the Atlantic Fleet Personnel Office, there were no takers. Not a cat so much as twitched

a whisker at the chance of getting to sea again—the old roving blood was dead. The love of high adventure had ceased coursing through the once-proud souls of the Navy's cats, whose valiant ancestors had sailed with Farragut, Decatur and John Paul Jones. The order was withdrawn.

Shamefacedly the Navy resorted to recruiting tactics it had never used before this time. There were press gangs in Europe in the old days, and the British had impressed many an American seaman in the war of 1812, but such things had never happened in the United States Navy. Six cats were shanghaied.

Forced into the high-handed methods of other fleets in other times, Navy men at Newport constructed a spacious cage, captured two stray tomcats and four mehetabels on the Naval Base and dispatched them to *USS Whitewood* waiting on the tide. They were released on board the icebreaker and well-fed during the trip.

Although the normal tour of duty at the remote base is nine months for other naval personnel, the Navy announced that no such rotational plans were contemplated for the mousers. Their assignment is permanent, and the Navy will not approve requests for change of duty.—LT T. H. A. Dorr, USN.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **COMMISSION CERTIFICATE**—A standardized certificate of commission will be issued to all officers of the armed forces.

The new certificate will replace more than 40 forms of varying styles and sizes formerly used. It will be engraved on fine artificial parchment, 11 by 14 inches. The old forms ranged from genuine parchment, 16 by 20 inches, for admirals and generals, to others three and one-half by eight inches printed on bond paper.

Elaborate engravings appearing in the heading of the old forms have been replaced by the Seal of the United States. The salutation will be standard on all forms, and is adapted for use in commissioning both male and female personnel. Space has been left under the salutation for the engraver

to strip in the name of the department issuing the certificate. The name of the secretary of the department signing the certificate will also be stripped in by the engraver.

All names, ranks, etc., will be type-written on the certificate. Previously these insertions were made in script or by special typing. By using an ordinary typewriter in entering this information, carbon copies can be made for filing and minimize clerical cost. Storage space will be conserved by the elimination of the many sizes and styles of forms now in use.

In addition to being used by the Army, Navy, Marine Corps, Air Force and Coast Guard, the new certificate of commission will be used by all Reserve components of these organizations.

• **SCHOOLS RENAMED**—Redesignation of U. S. Naval Schools, Refrigeration, at Norfolk, Va., and San Diego, Calif., became effective 1 January. The two naval schools now are known as Naval Schools, Air Conditioning and Refrigeration. By the new designation, BuPers announces that it better indicates the scope of training conducted and emphasizes the increasing importance and utilization of air conditioning in the Fleet and shore establishments.

• **COMMAND COURSES** — Every Navy officer should understand naval strategy and tactics, logistics and joint operations with the Army and Air Force in order to assume command responsibilities.

Correspondence and resident courses which will assist officers in preparing for the exercise of command are outlined in BuPers Circ. Ltr. 213-48 (NDB, 15 Nov 1948). Background subjects are suggested for officers to study. These include history, international relations and politics, economics, international law, geography and ethnology. The correspondence courses also provide preliminary training for officers who may later attend resident courses at any one of several Navy or joint colleges and schools and assist in qualifying for promotion to certain grades.

• **EXAM TECHNIQUE** — A new training technique is being used by one Navy activity to keep tabs on instructors as well as on students.

The innovation consists of examinations prepared by a central board and not seen by the instructor. If a majority of students in a class flunk the test, the quality of instruction is improved—either by additional instructor-coaching or by more capable instructors.

The Naval Air Training Command borrowed the plan from a leading university and is employing it at NAS Pensacola, Fla., in training naval aviators. The examining board prepares tests on all subjects that students are expected to have learned thoroughly. The overall results of examinations are studied and weak elements in the instruction are noted, permitting improvement in teaching methods.

Instructors are encouraged to suggest questions to be used in examinations, but these questions can be rejected by the board. The plan is regarded as highly effective in training pilots for the fleet.



Loud, Long Words Are Best on Radio-Phone

The Navy and two universities are making studies of the intelligibility of speech over radio-telephones under combat conditions.

The Navy's portion of the diction tests is being conducted by the School of Aviation Medicine and Research, Pensacola, Florida. Physicians, psychologists and technicians making the experiments are convinced that speech intelligibility in the midst of noise can be improved. They are striving to compile a working vocabulary of 5,000 words most easily understood under such conditions.

Of 200 flight instructors checked, it was found that the radio speech under flight conditions was unintelligible 24.5 per cent of the time. The speech of all was intelligible all the time under normal conditions. Forty

per cent of plane-to-ground messages on training missions had to be repeated, tests showed. Speech scores of men with combat experience were no better than those of pre-flight students.

The study has revealed that people from different portions of the nation sometimes have difficulty in understanding each other. The greatest barrier in that respect appeared to be between southerners and New Englanders. Midwesterners have the best noise-penetrating voices, while Texans have a hard time understanding each other.

The two facts revealed most definitely thus far are that loud speech is more intelligible than soft speech when spoken over radio in noisy places and that long words are more intelligible than short ones.

Destroyers Will Carry Names Of Four Fighting Admirals

Four Navy fighting admirals who have died since World War II will be honored when four destroyers now under construction are launched.

The admirals whose names will be given the new DDs are Admiral Marc Andrew Mitscher, Vice Admiral John Sidney McCain, Vice Admiral Theodore S. Wilkinson and Vice Admiral Willis Augusta Lee.

The new destroyers will be larger than 2,400-ton predecessors and will have a dual purpose. They will be primarily anti-submarine vessels, but will have sufficient speed endurance and sea-keeping ability to permit them to serve with fast carrier task forces.

• **SECURITY**—All ships and stations have been cautioned against furnishing information to outside agencies that might compromise security.

Personnel have been directed to exercise discretion in answering survey questionnaires which are circulated occasionally among naval personnel, civilian employees of the naval establishment and to private industrial and educational organizations engaged in research and production for the Navy.

It was pointed out these questionnaires request information on a wide range of subjects, and while each individual's answer may appear to give scant information, compilation of these answers on a large scale might form such an important amount of significant information that, if available to unauthorized persons, would not be to the best national interests.

Information obtained on a large scale by asking apparently harmless questions might delineate those areas of the nation which are essential to defense, and which would naturally receive first priority in internal security matters.

Stating the Navy Department neither desires nor intends to withhold any information from the public that can be released without imperiling national interests, it was asserted the Navy does not wish to impose a feeling of constraint upon its personnel, employees or contractors. However, the Navy considers it essential that every individual evaluate thoroughly all requests for information and bear in mind both the source of the request and the type of information requested.

In many cases where it is difficult

for the individual to evaluate the possible effect of answering certain queries, the field offices of the Office of Naval Intelligence will, when requested, give advice on those questions which should or should not be answered.

• **HOME STUDY**—The first of approximately 75 new correspondence courses is now available to officers of the Regular Navy and Naval Reserve.

The new course—*Mission, History and Organization of the Civil Engineer Corps*—is part of the Navy's broad program of home-study training in general and specialized subjects. Early 1949 will find the following additional courses available: *Photography, Seamanship, Diesel Engines, Deck Officer Communications, and Introduction to Supply*. ALL HANDS will announce in future issues when these and other courses are available.

The course now ready for distribution is designed particularly for officers of CEC and CECS classifications. Under conditions to be announced later, these officers will receive promotion and/or retirement credits for satisfactory completion of the course.

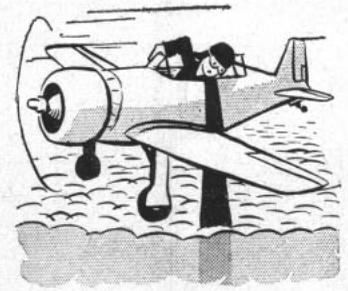
The course is composed of six assignments, based on newly-prepared textual material. Although it is designed primarily for officers, the course is available to enlisted personnel who have been recommended by their CO as prospective officer material.

Persons wishing to enroll in the course should apply to the Naval Correspondence Course Center, Building 4, New York Naval Shipyard, Brooklyn, N. Y. This is the only activity conducting the new courses.

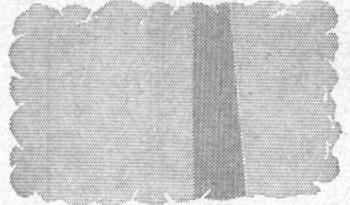
• **INSURANCE PREMIUMS** — Continuation for another year of monthly premium rates currently in effect on insurance involving extra-hazardous duty for officers is announced by Alnav 76 (NDB, 30 Nov 1948). The rates, as announced by the Navy Mutual Aid Association, are \$5.30 for aviation members and \$2.50 for submarine members. Allotments now active will be continued throughout calendar year 1949, the directive states.

Membership applications to the association may be made by regular permanently commissioned male or female officers, and warrant officers of the Navy, Marine Corps and Coast Guard on active duty. Applicants cannot be older than 45½ years. Navy midshipmen and Coast Guard cadets also are eligible.

HERE'S YOUR NAVY



In three years of GCA, 151,700 successful plane landings were made with the assistance of Navy ground control approach units. Of this world-wide total, 6,576 were actual instrument landings where the plane was brought in under bad weather conditions.

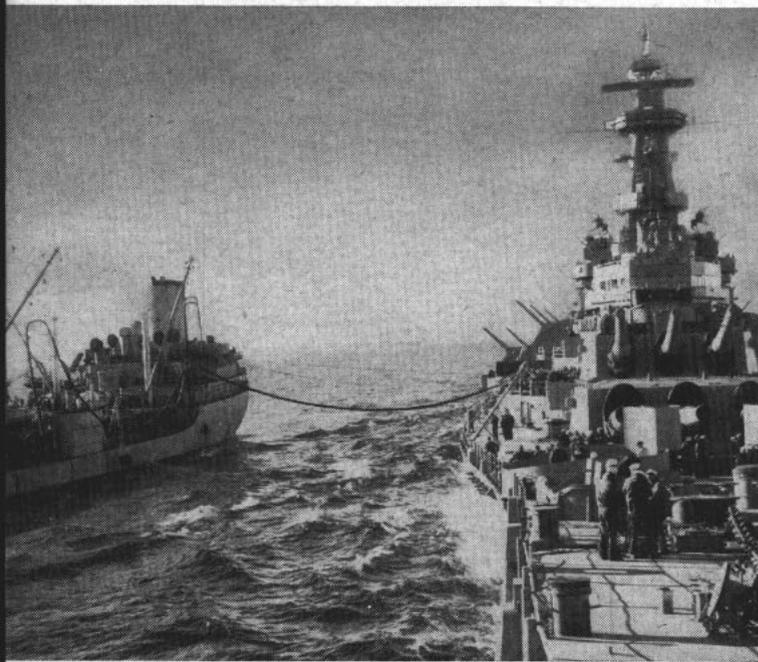


In utilizing ground control approach, or "GCA," an operator on the ground tells the pilot the course he should take and the diminishing altitude he should assume to bring the plane to the runway for a safe landing. The ground man "sees" the plane via radar and "talks it down," even when visibility by eyesight is zero.

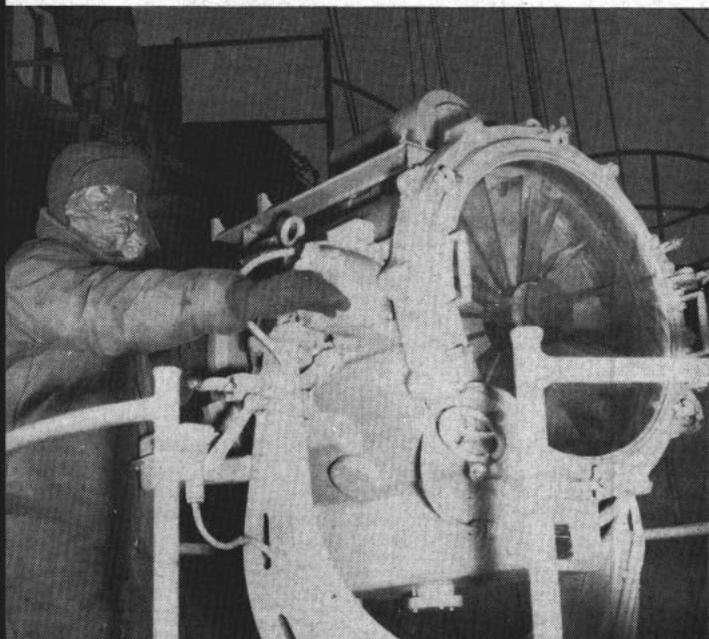


The Navy operates 36 GCA units, nine of which are located on fields outside the U.S. Three of the total are Marine Corps units. GCA, the most widely used instrument landing system in the armed services, has added much to the success and safety of "Operation Vittles" during bad weather in Germany.

TESTING



IMPORTANT test of Navy's present strength, North Atlantic maneuvers were termed largest and most authentic since war's end. Above: Snow storm off Labrador slashes across flight deck of *Kearsarge*. Above left: *Juneau* replenishes ammo stocks from supply ship alongside. Center: *Missouri* refuels during operation. Below left: Bundled in cold-weather gear, sailor signals another ship of 2nd Task Fleet. Below: Marines land on Argentina from LST 1041.



SHIPS AND MEN

WHEN the Navy's Second Task Fleet steamed to the Atlantic's frigid northern waters last November, answers to many questions were being sought. Today experts are evaluating results of the cold weather exercises—termed the largest and most vigorously prosecuted in the North Atlantic since World War II.

Several thousand men participating received valuable training and experience in the Navy's accelerated anti-submarine warfare techniques. The entire operation was intended to test the Navy's postwar strength, its readiness and maneuverability under combat conditions.

Air, surface and undersea craft were put into play as the 100-warship task force engaged in simulated battle engagements. The entire month-long exercises were in three phases:

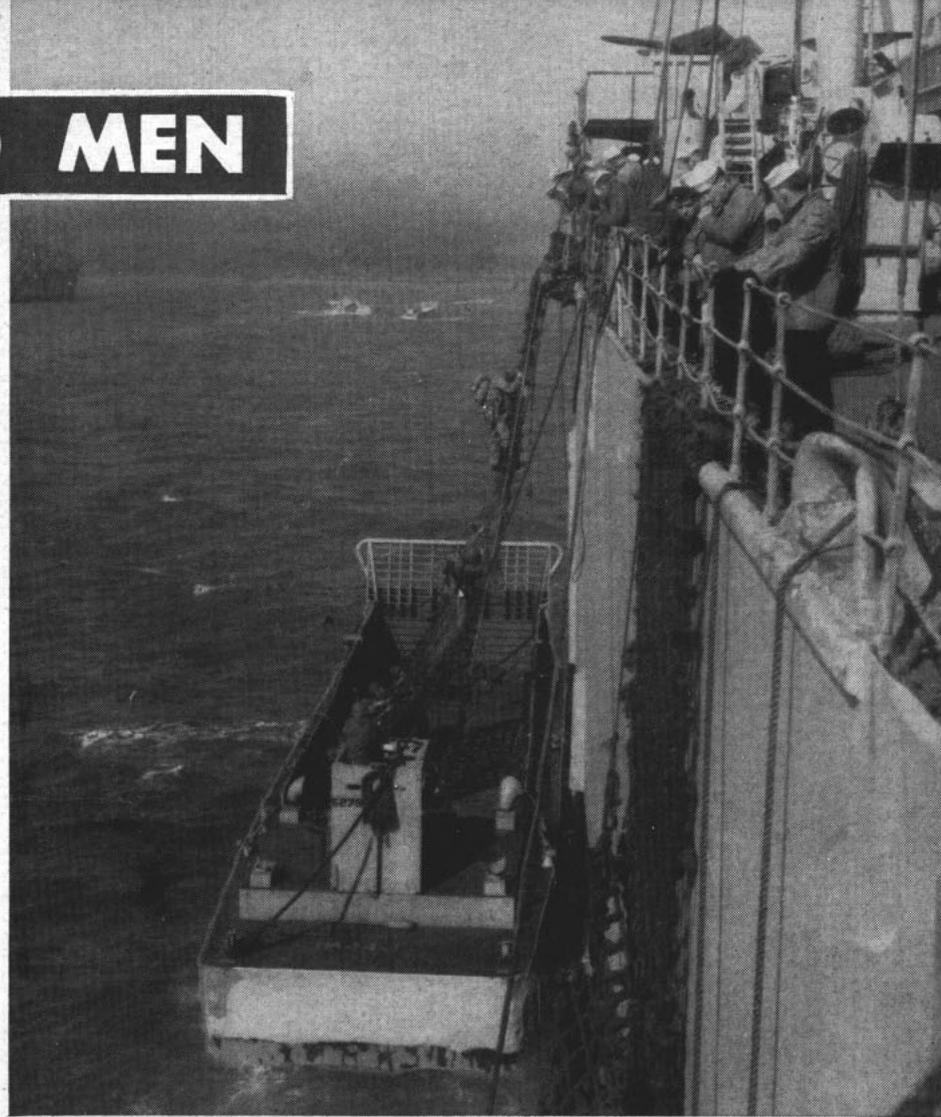
- Operational maneuvers with emphasis on anti-submarine warfare.
- An amphibious attack and landing at Argentina, Newfoundland.
- Coordinated problems engaging air, surface and undersea craft.

Ships of an amphibious force, representing a merchant convoy, were supported by a hunter-killer force (the anti-submarine team). This "invasion" fleet was continuously subjected to attacks of Fleet and snorkel-equipped "guppy" submarines. By keeping the convoy and its support in close contact with the subs, rugged tests were made of advanced anti-submarine warfare techniques.

At the same time, despite unfavorable weather conditions, effective coordination was maintained between surface ships and land and carrier based aircraft. By the time Phase II was to commence, a striking force including the flagship *USS Missouri* (BB 63), steamed into position for bombardment and landings on Newfoundland shores.

This force, including *Essex*-type carriers *uss Leyte* (CV 32), *uss Kearsarge* (CV 33) and *uss Philippine Sea* (CV 47), the cruisers *uss Fargo* (CL 106) and *uss Juneau* (CL 119) and 19 destroyer types, previously had engaged in intertype training enroute to the invasion rendezvous.

Effectiveness of the Navy's undersea forces against equipment used in World War II was demonstrated when they successfully attacked the invasion fleet. This, however, only served



SCRAMBLING over the side into landing barges, Marines prepare to hit the rocky Argentina beaches. Maneuvers provided valuable all-weather training.

to emphasize that ships equipped with modern equipment not only are capable of standing up to the modern submarine but actually have the edge on them. Submarines "sank" only one of eight ships equipped with modern equipment. The modern ships, on the other hand, "sank" five of the latest type "snorkels" despite the fact that the odds of weather, area and operational information were on the side of the submarines.

Marine Corps units successfully landed on the beaches. Objective was Argentina and its heavily defended air base.

Augmenting the usual defense of the amphibious attack force was a hunter-killer force consisting of two carrier escorts *uss Mindoro* (CVE 120) and *uss Sicily* (CVE 118), plus 14 destroyer types. Enroute to the "enemy" objective the attack force received support from a carrier striking force.

Naval land-based aircraft meanwhile had moved to northern bases, teaming up with the submarine defenders. Initial assault of units from the Second Marine Brigade proved successful after two mine divisions cleared the approaches. An underwater demolition team made beach reconnaissance, destroying obstacles to the landing.

Previously the necessary "softening up" process was carried out by air strikes from fast carrier air units of the more than 500 airplanes participating. The battleship *Missouri*, cruiser *Fargo* and a destroyer division simulated intensive bombardment. Rocket ships neutralized the beach.

Planes, piloted by marine flyers from the escort carrier *uss Palau* (CVE 122), supplied air coverage to the invading forces as they established a beachhead. Special Arctic assault gear was worn by the marines



VERSATILE helicopters proved useful in the delivery of mail and personnel.



PLANEHANDLERS move Bearcat forward on the flight deck of Philippine Sea.



DIVER dresses to go down in the frigid waters off Argentina* (left). Right: Kearsage chief explains radar gear.



as they stormed ashore in 34-degree temperature.

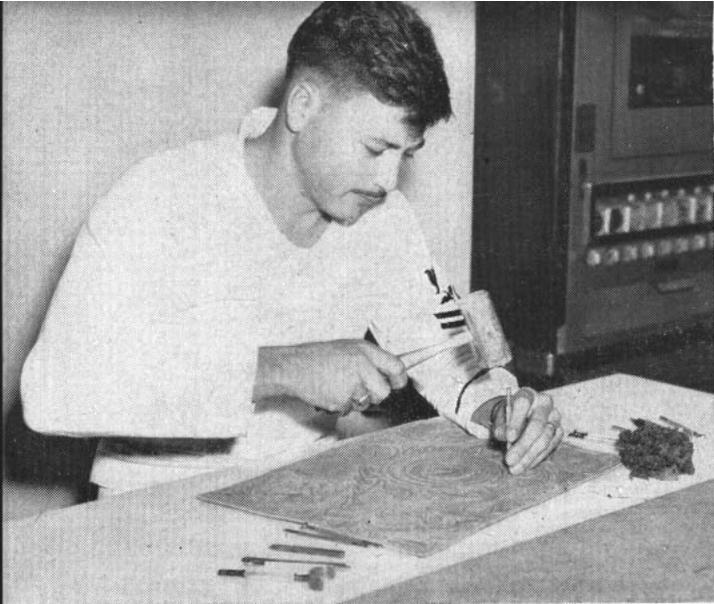
Helicopters demonstrated throughout the maneuvers their usefulness in the delivery of mail and for the ship to ship transfer of key personnel.

Foggy weather and rain hindered early operations which generally were conducted under heavy skies. Where positions of the assault armada were known by the defending submarines during the first successful strike, dropping of certain restrictions in the third phase made the problem correspondingly more difficult for the undersea fighters.

As the carrier striking force moved north—supported by the anti-submarine team and land based aircraft—"guppy" type subs carried on a 12-hour attack in the icy waters of Davis Strait. At the northern tip of the course, between Labrador and Greenland, the striking force encountered foul weather. Various intertype and flying exercises were executed, including transfers of simulated patients to the hospital ship *USS Consolation* (AH 15), and refueling at sea.

On its return trip, the striking force again was subjected to relentless attacks of the submarines. This time, however, the force steamed at an average of 16 knots, using 25-knot spurts only when submarine contacts were made. Aided by land based planes, the hunter-killer group and the weather, the invasion fleet by zig-zags and evasive maneuvers gave the subs a run for their money.

A fast carrier air strike on the Naval Air Station at Atlantic City, N.J., and against Chincoteague and Oceana, Va., brought the exercises to a close.



Happy in Their Hobby

LIBERTY in New York, Atlantic City and Philadelphia runs a poor second to a night on station for hobbycrafters at NAS Lakehurst, N.J.

The men pride themselves that their hobby shop is one of the best on the East Coast. For a great number, it is the hub of local night life that differs substantially from but rivals closely that of "the outside."

One of the by-products of this enthusiasm was the holding of the annual meet at NAS Lakehurst of a Trenton club of race car builders and fans. Much to the delight of approximately 1,000 spectators, 76 contestants raced their models around a special track built at NAS Lakehurst during the summer.

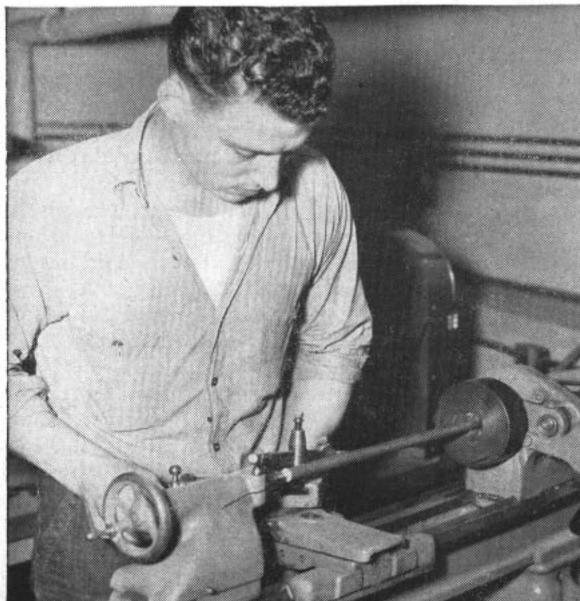
Another section of the hobby shop, the auto garage, holds space for six passenger cars. Parts and accessories

can be bought at reduced prices and work can be done on autos with new valve and other repair equipment.

The hobby shop also has sections for ceramics and woodworking, in addition to a well-equipped photo lab with automatic dryers and six contact printers.

Perhaps the most enthusiasm can be found in the leather carving and tooling section, where personnel make hand bags, billfolds and other items of leather at a minimum of expense and a maximum of enjoyment.

ENTHUSIASTIC hobbyists pursue a variety of interests including (clockwise beginning top left) leather-tooling, high-powered midget hot-rods, furniture work, scale model trains and precision metal lathe work.





New Device Makes Arctic Living Easier

HUMAN survival in the coldest weather on earth may be made easier in the future if present expectations are fulfilled for a new gadget known as an Arctic breathing device.

Designed to conserve the great amount of body heat and moisture lost through normal breathing, the gear is being developed by scientists working under contract with the Office of Naval Research.

A test model has withstood trials with considerable success. If the finished device is as efficient as present studies indicate it might be, the Navy will have solved a basic problem in living wherever the temperatures range far below zero.

Human beings lose heat and moisture through two principal causes—through contact with atmosphere colder than body temperature and through the necessary warming of inhaled air.

Loss of heat by contact with air colder than the body is stopped through use of adequate clothing—but there is a limit as to the good clothing

can do. Approximately 40 per cent of the total heat loss is through breathing, regardless of quality or quantity of clothing.

The answer to this pressing problem seems to have been provided by the Arctic breathing device. If the perfected, final product matches the efficiency of the test model (scientists think it will easily exceed test model efficiency), personnel at work in 14° below zero weather through use of the Arctic breather will take in air at plus 75° Fahrenheit.

Another example:

Personnel with an Antarctic expedition during winter might find temperatures of 70° below zero, a blistering, cutting cold that feels as though it actually slices into the forehead and nasal passages when inhaled directly. But if breathed through the new device, air of this temperature would be raised to plus 64° Fahrenheit—just like spring back home.

Since cold weather is normally very dry, loss of moisture is another problem which the Arctic breathing device takes care of. Its main function, that of capturing heat and moisture from exhaled air and transferring both to inhaled air, is performed inside a small canister containing a metal sheet wound to form gradually converging passages.

Exhaled air is breathed into a mask covering both the nose and mouth and is carried into the center of the canister through a tube. Although the canister is only a few inches in diameter, the exhaled air must go through several feet of passage within the canister before reaching the outlet valves.

Before it reaches those valves, all the heat and moisture is extracted by the walls which separate the passages.

The walls are mutual between the passages, with the result that inhaled air picks up the heat and moisture before reaching the body's respiratory system.

Chances are the finally completed breathing gear will look similar to an ordinary gas mask, except that the eyes probably will not be enclosed. Because it will offer less "resistance," breathing will be much easier than through a gas mask. The Arctic breather also will weigh less—something under a pound according to estimates by the scientists in charge of its development, Dr. Norman E. Phillips and Mr. Loyal Goff of the University of Maryland.

Expired air is not rebreathed again from the canister, for the continued increase of carbon dioxide would result in nausea, headache and even death. It leaves the canister through one passage and inspired air comes in the other.

The canister contains the secret of the mechanism's success. So simple is the working principle that it was perhaps for that reason scientists studied the problem for years without success. This research, performed in wartime, centered around complex mechanical warmers and electrical heaters which were either too unwieldy to be considered or didn't work at all.

Regarding body heat, man is a tender animal indeed. (Man is an animal, according to a report of the Office of Naval Research which reads, "The homeothermic animals, of which man is the most important example . . .")

We homeotherms are extremely sensitive to small changes in body temperature, which is normal at 98.6° Fahrenheit. A drop to 86°-90° results



WE homeotherms are sensitive to small changes in body temperature.

in lethargy on unconsciousness, and a further drop to about 84.5° usually brings death.

The body gets its heat from the biological oxidation of food—carbohydrates, fat and protein — and the amount of heat derived is equal to that of simple burning, except that proteins give somewhat less heat in the body.

When a human becomes cold, several natural processes automatically set in to partially take care of him. Shivering increases heat production, skin pores close up tightly, the heart beats faster and the blood is pooled into the warm internal organs. "Goose-flesh" which arises on humans, while of no value in heat retention, brings out man's similarity in one respect to the lower homeotherms, such as furry animals and birds, whose sets of similar muscles cause erection of hair or feathers, thus increasing insulation.

In addition to natural compensation, man has also come to rely upon artificial adaptation to temperature changes through use of stoves and clothing.

Natural or artificial, these means may not be enough in below-zero weather. To use the temperature examples already cited, recent studies indicate that at 14° below zero the body uses up 15 per cent of its heat output in the simple process of warming and humidifying respiratory air. And at 70° below zero Fahrenheit, the body requires 17 per cent of its heat output for normal breathing. Although heat production is stepped up in colder weather, increasing quantities are necessary for respiration.

But—

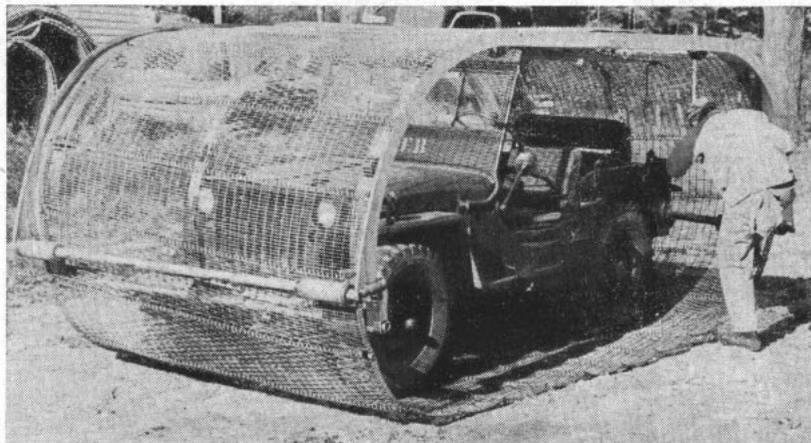
Four-fifths of the heat normally required for breathing were saved by the first test model of the Arctic breathing device. While this is a very enheartening gain in itself, high hopes are entertained by ONR and participating scientists that the perfected device will increase that figure to 100 per cent conservation, or close to it.

Homeothermic man, through science, is rapidly becoming an all-weather creature.

Mustang Convention Planned

The second annual "mustang convention" of the Association of Naval Officers From the Ranks has been scheduled for Saturday, 5 March, at Norfolk, Va.

Inquiries about the convention or about the ANOFR itself may be addressed to National Executive Secretary, 4702 Miller Ave., Bethesda 14, Md.



SQUIRREL CAGE has been developed for driving jeeps over bogs and soft beaches. Matting forms an endless roadbed completely around the vehicle.

Marines Perfect Landing Force Equipment

The Marine Corps is determined that no new and improved equipment escapes its notice and equally determined that no new equipment reveals unexpected flaws during combat.

The Marine Corps Equipment Board at the Marine Corps School, Quantico, Va., is the organization that looks after such matters. The board develops, tests, and perfects the equipment used by landing forces in amphibious operations. In addition, it tests material and equipment developed by other services for landing force use.

One of the most interesting innovations tested lately is a "squirrel cage" for jeeps. It consists of continuous road matting which runs under the wheels and over the top of the vehicle, providing a continuous tread wherever the jeep goes.

An example of flaws in equipment shown up by equipment board tests is the paper blanket failure. Once, when the Marine Corps was interested in paper blankets—known for their lightness, economy and wind-stopping qualities—a detachment of leathernecks was sent out by the board in winter to try them. The blankets, it was found, were not durable when exposed to rain and wet snow.

The board also is testing a 42-inch circular saw mounted on a two-wheeled self-propelled tractor frame. This machine can saw down 40-inch trees, and stumps are left flush with the ground. It is valuable in clearing roads for combat and supply equipment coming ashore.

Another piece of equipment being tested is a light portable sawmill. This machine can be used to turn out lumber on the scene for building encampments and installations after a landing.

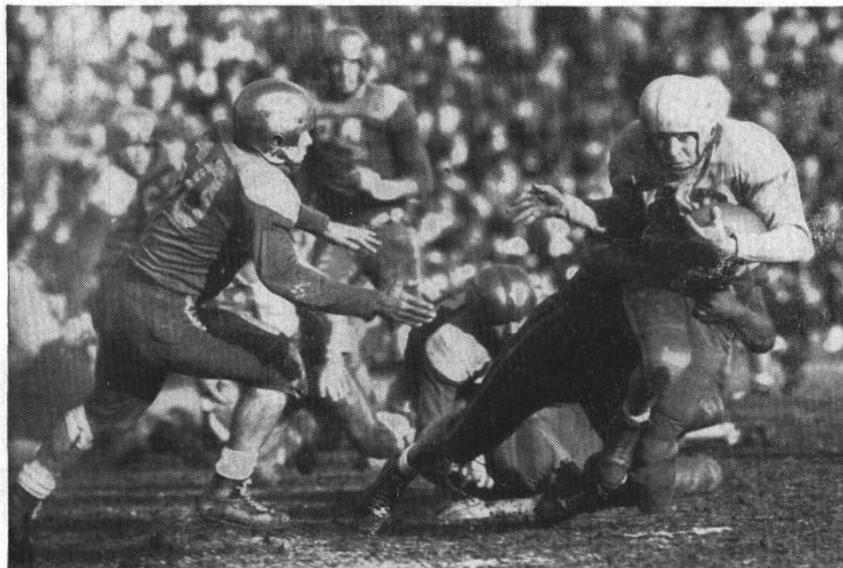
Other items being tested by the Marine Corps Equipment Board include high-speed aerial delivery equipment, camouflage nets and improved packs.

Laying communication wire through rugged terrain by helicopter is an operation which was tested lately. Earlier, the board took part in tests of underwater breathing equipment for land vehicles which permits them to be driven through water four feet deep.



SELF-PROPELLED saw is being tested by the Marines for possible use during amphibious operations.

Quantico Marines Win Second All-Navy Football Championship in a Row



SCATBACK Ben Moore, Jr., a consistent performer throughout afternoon, rips off yardage for Quantico before MCRD players haul him to earth.

The power-packed Quantico Marines landed their second All-Navy football championship in a row by defeating the hard-fighting but out-classed gridironers from the Marine Corps Recruit Depot, San Diego, Calif.

In one of the most colorful All-Navy contests ever held, the rampaging Devildog squad from Quantico, Atlantic champions, marked up their 24th consecutive victory by rolling over the Pacific champs by a 21-0

score before a crowd of 18,000 fans at Foreman Field, Norfolk, Va.

For awhile it appeared the San Diego leathernecks, sparked by the play of Volney "Skeets" Quinlan, CPL, USMC, might hold the favored Devildogs. However, after a scoreless first quarter Quantico began to move. With Backs Dick Ambrogi, Joe Bartos, Rudy Flores and Ray Schuett handling most of the offensive machinery, Quantico scored on the second play of the second quarter when Back Joe Bartos whipped a pass to end Ray Pfeifer who lugged the hogskin eight yards into the end zone.

Quantico scored again late in the second quarter when Quarterback Flores heaved a pass to End Earnest Hargett on the eight-yard stripe, who loped across to score.

The Devildogs' final tally came in the fourth period when Center Bill Jesse intercepted a pass and galloped 70 yards to paydirt behind good blocking. Devildog Back Tony Messina handled the conversions, booting strikes after all three touchdowns.

Time after time offensive threats by the Pacific champs were stopped cold by Quantico's line play. MCRD's longest gain of the day was a thrilling 60-yard sprint by Back Garrett Scott to Quantico's 28 yard line where he was caught from behind by Quantico Back Bob Scott.

After the end of the game the "Burrroughs Trophy," a regulation-size gold football, was presented to the player picked by the 56 sports writers

covering the contest as the outstanding player in the game. The award went to San Diego's backfield star, Volney Quinlan.

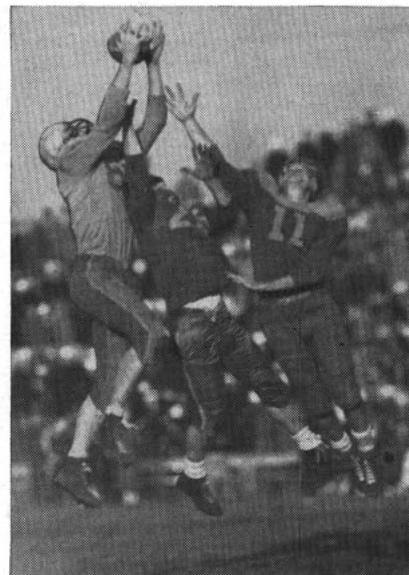
The two teams appearing in the All-Navy football finals had earned the right to appear by winning the championship of the Atlantic and Pacific areas. The Quantico Marines became Atlantic football champs after defeating the Amphibious Base, Little Creek, Va., squad 18-0 in the Atlantic All-Navy semi-final game. The Marine Corps Recruit Depot, San Diego, Calif., team reached the finals after trouncing the NAS Pearl Harbor, T.H., eleven 39-0 in the Pacific semi-final All-Navy contest.

A series of innovations added color to the game, which was sponsored by the March of Dimes and the Navy Relief Society. The contest was broadcast over a nation-wide radio network by one of the country's top sports announcers, and sportswriters from many of the country's outstanding newspapers covered the game from the press box. In pregame and half-time ceremonies several Marine Corps and high school bands marched in formation, and the national anthem was sung by a famed concert singer.

Just before game time a Navy helicopter hovered over the field and settled down on the 50-yard line. A pretty model hopped out and presented the game ball to the officials. Later a Hollywood starlet, with six



Queen of All-Navy football championship, lovely movie starlet Terry Moore gives out with a big smile.



AIRBORNE!—San Diego backs leap desperately to flick pass from hands of the intended Quantico receiver.

models as her attendants, was crowned Queen of the All-Navy game.

Carrier Team Wins

Sports-minded sailors of USS *Kearsarge* (CV 33) are piling up a string of victories that stretch from Gibraltar to Argostolio, Greece.

Operating in the Mediterranean area, *Kearsarge* has been taking on all comers. The carrier's basketball team is playing the year around, racking up victories over ships of the Sixth Task Fleet as well as many exciting contests with European teams. The ship's quintet took on British, French and Italian quintets in Tripoli, Cannes and Naples.

Kearsarge men have also been busily engaged in baseball, softball, soccer, tennis and boxing. During the summer their baseball team was undefeated in fifteen games. The softball team met some rugged competition from cruisers, destroyers and auxiliary Fleet units, but shaped up good on the win side of the ledger.

In an attempt to beat the natives at their own game, the vessel formed a soccer team. Although they didn't fare so well against veteran local teams, the fact that American sailors would eagerly tackle them at their own game made an excellent impression on native clubs.

The carrier's boxers have been busily swapping leather with other fighters at inter-fleet smokers. Some of these contests are broadcast to ships of the Fleet by TBS.

Kearsarge never experiences any trouble finding competition. The appearance of an American warship in an European port seems to be a signal for matchmakers to get busy. The "Circolo Itali" in Tripoli, the "A.P. Napoli" in Naples and the "Associazione Sportive" of Cannes is providing them with competition of the finest caliber.

New Athletics Director

Captain Henry Howard Caldwell, USN, former Naval Academy football star and coach, has been named to succeed Captain Thomas J. Hamilton, USN, as director of athletics at Annapolis.

Captain Caldwell has been on duty at the Academy since June 1948 as head of the Academy's department of mathematics and served as officer representative for football. Captain Hamilton will retire 1 Feb 1949 to become director of athletics at the University of Pittsburgh.



WATCH your step, Miss! Pretty model Georgiana Rake arrives by helicopter to present ball to officials at All-Navy championship football game.

Commercial Fishing in Pacific

Trust Territory of the Pacific Islands, rich in a variety of commercial type fish, is now open to commercial fishing operations.

The fishing resources of the area will be open to all nations on a non-discriminatory basis, upon approval of the Deputy High Commissioner. Licenses may be revoked or modified wherever security or the interests of the local inhabitants are threatened. The Trust Territory, under the authority of the U. S. Navy, comprises the Marshall Islands, the Carolines, and the Marianas, excluding Guam.

All-Navy Sports Rules Changed

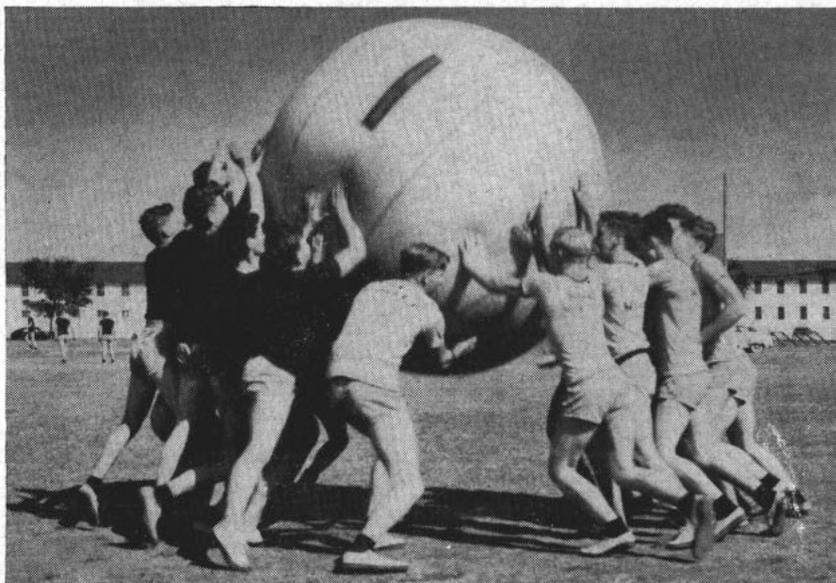
Several sweeping changes have been made in the rules for All-Navy sports competition.

All naval activities, either Fleet or shore-based (with the exception of four naval air stations), will be allowed to combine to form a team at the beginning of the season with other units located within the physical boundaries of the activity that provides logistic support. This rule will apply for All-Navy softball and baseball competition during 1949, and for All-Navy basketball competition in 1950.

The four naval air stations restricted



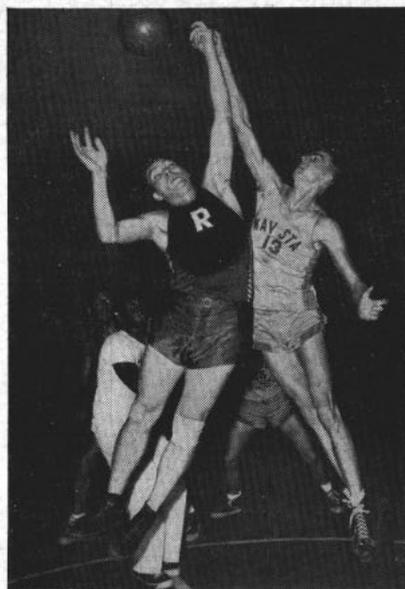
BASKETBALL team from USS *Kearsarge* (CV 33) tackles scrappy Italian quintet at Tripoli. *Kearsarge* athletes have record of wins over European teams.



DON'T PUSH me around, Mac. Men at NTC Great Lakes, Ill., grunt and shove in a pushball contest. NTC athletes are on the ball in many different sports.

to using only the personnel in ship's company are NAS Norfolk, Va.; NAS San Diego, Calif.; NAS Alameda, Calif., and NAS Patuxent, Md. These air stations are considered to have sufficiently large complements of both ship's company and Fleet personnel to field two teams in the three mentioned sports.

For All-Navy football competition any naval activity may combine to form a team at the beginning of the season with smaller units or activities located within its physical boundaries



TOSS UP is between M. Davis, TEC, (left) and W. Mannix, YN3. NavSta San Juan, beat NavRadSta 40-37.

that furnish, or is furnished, logistic support.

The question of whether an activity is eligible to combine with personnel from another activity or unit within its physical boundaries is determined by several factors. First, the team formed must represent the larger activity. If the shore station has a larger complement of personnel than the Fleet units located therein, then the team will represent the station. If the single or combined complements of Fleet units located at a shore station are larger than the shore station's complement, then the team will represent the Fleet units.

There must be a definite logistic relationship between the combining activities. All activities and units furnishing personnel for a combined team must be receiving support from a common, local recreation fund.

Rules regarding augmentation from all teams within an All-Navy sports group after the group champion has been selected remain in effect. However, in the case of All-Navy football competition, augmentation may not take place before 15 November, or when the group championship is decided, whichever is the later date.

These revised rules become effective with the 1949 softball season.

All-Navy Wrestling

Top wrestlers from each of the Navy's eight athletic groups will struggle on the mats at the Naval Academy during the week of 20 Mar 1949 for All-Navy wrestling crowns.

A designated command in each of the athletic groups will select the champion wrestler in each weight division who will wrestle in the All-Navy finals. These eight men from each group will be ordered to Annapolis, Md., to report by 18 Mar 1949.

All enlisted personnel on active duty in the Navy, Marine Corps and Coast Guard are eligible to participate.

The championship matches will be conducted on the AAU elimination basis and official AAU Rules for Wrestling will govern the matches. Weight classes for the competition are: flyweight, 115 lbs; bantamweight, 125 lbs; featherweight, 135 lbs; lightweight, 145 lbs; welterweight, 155 lbs; middleweight, 165 lbs; light-heavyweight, 175 lbs; heavyweight, over 175 lbs.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Bowling

Fourth week in Jan 1949
Philadelphia, Pa.



Basketball

Third week in Mar 1949
Bloch Arena,
Pearl Harbor, T.H.



Wrestling

Third week in Mar 1949
USNA, Annapolis, Md.



Boxing

First week in May 1949
San Francisco, Calif.



Tennis

Third week in
July 1949



Golf

Second week in
August 1949



Shooting (Pistol)

Third week in
August 1949



Swimming

Third week in
August 1949



Softball

First week in
September 1949



Baseball

Second week in
September 1949

High-Powered X-Ray

The Navy has a new machine that can "look through" 16 inches of steel as easily as you stare through a pane of glass.

A 10-million-volt X-ray generator, it is the world's first mobile betatron. It is being installed at the Naval Ordnance Laboratory, White Oak, Md.

The massive betatron is the first industrial machine whose rays will penetrate steel thicker than 12 inches and is unique in that it may be aimed in any direction. All other betatrons, cyclotrons and similar nuclear research equipment of this type are held in a fixed position.

The new equipment is so powerful it must be housed in a special building surrounded by three-foot walls of reinforced concrete to protect personnel from its dangerous beta rays.

By taking X-ray "shadowgraphs" with the machine, Navy scientists can clearly observe the effects of stresses, strains and shocks upon the internal structure of metals. The betatron will show sharp, clear internal pictures of thick sections of steel such as castings, welds and armor plates. These pictures will reveal defects such as cracks, blowholes and other flaws which cannot be detected by any other nondestructive means.

The betatron consists of a powerful electromagnet weighing about two and one-half tons. This magnet surrounds a doughnut shaped glass vacuum tube in which electrons are accelerated and made to produce X-rays by striking a tungsten "target." The unit is housed in a steel casing four and one-half feet wide, four feet high and two and one-half feet deep. It can be picked up and moved with a crane.

Because of the dangerous effects of its rays, special precautions have been taken for operating the machine. It is installed in such a way that its rays will be dissipated harmlessly. An enclosed courtyard immediately adjacent to the installation is kept clear of personnel when the generators are in operation. A system of lights and sound signals will warn off anyone approaching the area at such a time. Should a door into the courtyard be opened, an automatic device will shut off the machine.

Personnel involved in operating the machine are protected by three-foot-thick concrete walls. The betatron is operated from a control panel in the room next door by means of a half-ton sliding lead door.

SIDELINE STRATEGY

With the issue settled as to what outfit in the Navy has the best football team, sports chatter is swinging to basketball and bowling. Its going to be a great year for Navy basketball. There

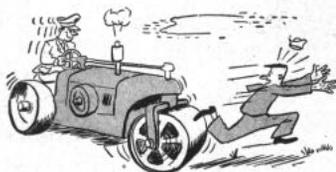


will unquestionably be more quintets casting hungry eyes on the All-Navy court crown than ever before. Some great teams should emerge from the hundreds of sailor hoop squads.

Scuttlebutt is making the rounds about "hot" teams in various sports. Several powerful Pearl Harbor quintets seemed determined that the All-Navy basketball finals are not only going to be played at Pearl, but won by a PH team. . . . The Naval Station, San Diego, Calif., seems to be whipping a potent boxing team into shape. . . . Look for NATTC, Memphis, Tenn., to come up with a speedy swimming aggregation. . . . Paced by Robert Yoxheimer, SN, USN, who reportedly has a 194 average, watch for the Severn River Naval Command's bowling team to break into the headlines.

★ ★ ★

The steam-roller Quantico Marines gridironers entered the All-Navy finals with an all-time Marine Corps record of 23 consecutive victories safely stowed in



their seabags. The Devildog teams won 12 straight games in '47 and 11 in '48 prior to the big game, breaking the 29-year-old

record of the Mare Island Marines who won 20 consecutive games before dropping their 21st to the Naval Training Station, Great Lakes, in the Rose Bowl on New Year's Day, 1919.

Incidentally, out of the eight All-Navy championship awards for team sports, i.e., basketball, softball, baseball and football, since the inauguration of the postwar Navy sports program, only three have been won by Navy teams. The other five championships were captured by Marine teams. Pearl Harbor sailors won the 1947 All-Navy basketball championship, NAS Alameda won the '47 softball crown and Fleet Air West Coast won the '48 softball championship series.

★ ★ ★

Ed Wood, YN1, USN, the big sailor who swam with the Navy's Olympic team last year and is now on duty with AMAG in Athens, Greece, reports he clocked his fastest time in a city



meet with the Greek national freestyle champion. Big Ed churned off 100-meters in 61.3 to beat the Greek champ, who broke his own national record trying to keep up with Wood.

The question on how some of the better service football teams would stack up against the Naval Academy football team was indicated during the past season. The Academy's JV team played two service teams, the El Toro Marines and the LanFlt Amphibs from Little Creek, Va. The JVs, who are actually the fifth and sixth string of the varsity, swamped both opponents by scores of 46-7 and 54-6 respectively.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.

WAVE RECRUIT



IMPRESSIVE reviews are weekly events at the Wave Recruit Training School. Other important phases of the training include (left to right below) calisthenics, swimming and the fine art of making up bunks the Navy way.

ENLISTED women joining the Regular Navy are getting their recruit training at the U.S. Naval Recruit Training Center, Great Lakes, Ill.

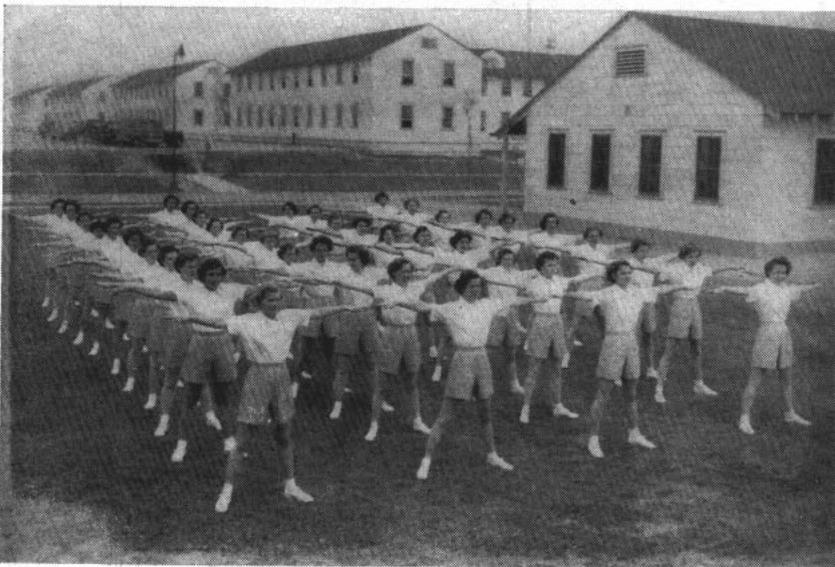
Classes at the school include naval history, naval organization and administration, and a course in military courtesy, discipline and chain of command. There is vocational guidance and classes about ships and aircraft. After recruit training is completed, Waves may work toward ratings not adaptable solely to shipboard duty and not regarded as too strenuous.

Waves will have their chance at overseas duty., However, they will not be assigned to duty in areas not declared suitable for dependents of male Navy personnel.

The Wave recruit training program at Great Lakes has been assigned six buildings in Camp John Paul Jones, two of which are barracks. The other four buildings are assigned as follows: one for administration and recreation, one as a galley and mess hall, one as a classroom and one as a small stores and clothing issue building.

Each barracks houses 160 Wave recruits for a total of 320 which will be maintained at the station. The Administration and Recreation Building contains administrative offices, ship's service store, beauty shop, cafeteria and soda fountain, study hall, library, lounge, game room, a 100-foot swimming pool, and a gymnasium.

Physical training and recreation are important adjuncts to the academic portion of the 10-week training period.



TRAINING

Wave recruits are taught the fundamentals of swimming, the various strokes, survival and life-saving. They are given periodic swimming tests and are classified according to ability.

Calisthenics in the form of deep knee bends, push-ups, pull-ups and various other exercises are performed by gym-suit-clad platoons of Wave recruits, directed by two Wave CPOs. Organized volley ball, basketball, dodge ball, kick ball, soft ball, relay races, badminton and tennis contribute to all-around physical conditioning. The physical training program is rounded out by personal hygiene and first-aid lectures.

The recreation program for Wave recruits is broad and varied. Intramural athletic tournaments are conducted, aside from the physical training program. Movies and vaudeville are available in Ross auditorium, while Wave recruits frequently present their own amateur talent shows and "happy hours." Such indoor games as chess, checkers, bridge and ping-pong, as well as library facilities, are available during off-duty hours.

A lounge, equipped with piano, television and a radio-phonograph with an extensive record collection can be used for recreation or for entertaining guests and families of Wave recruits. Wave recruits are permitted to attend training center activities such as football, basketball and baseball games, and boxing matches. All types of musical instruments are available on a loan basis to those who wish to play them.



LUXURIOUS lounge is given a high polish by pretty Wave 'boots' who have discarded skirts in favor of dungarees after classwork is over for the day.

A fully equipped hobby shop is available to those interested in leathercraft, wood carving, drawing and painting.

A look at the daily schedule for Monday through Friday indicates that despite the many facilities for recreation, the accent is on work and study. The day begins at 0600 and there is only a 45-minute break at noon. There is a half-hour period from 1730 to 1800 that can be devoted to personal affairs, but the only portion of the day assigned to recreation exclusively is the period between 1830 and 2000.

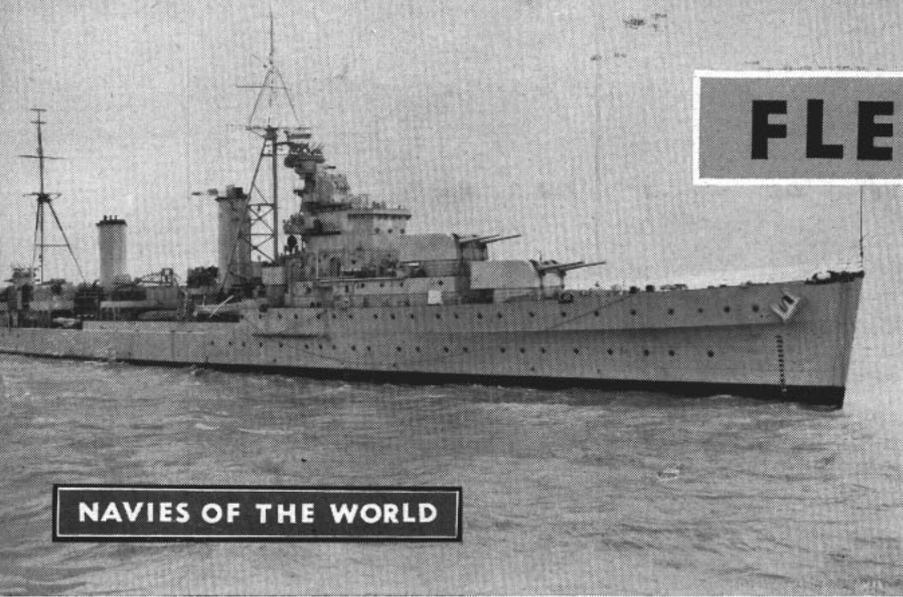
The Saturday schedule consists of study periods and inspection during the forenoon, with organized athletics, recreation and swimming instruction from 1300 to 1500 in the afternoon. After 1500 on Saturday, the recruit's time is largely her own until 2030 when the schedule calls for "turn to, clean up barracks."

The Sunday schedule includes church call, organized athletics, and swimming instruction for non-swimmers, aside from such routine matters as policing of barracks, and meals. Taps is at 2130, each night.

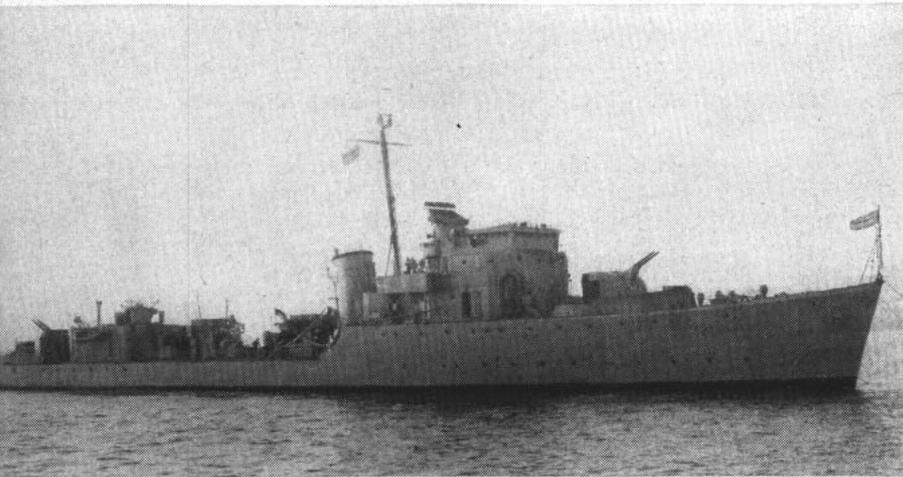


FLEETS OF THE

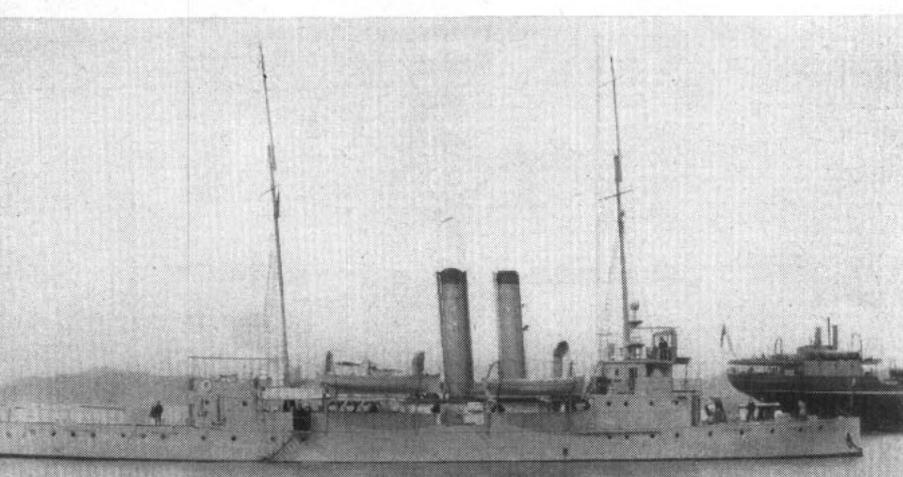
NAVIES OF THE WORLD



CHINA has acquired most of her small fleet by consignment from other countries. CS *Chunking* (above) is the fast, former British light cruiser *Aurora*.



MODERN Chinese destroyer *Ling Fu*, previously *Mendip*, was also obtained from England. She has a displacement of 904 tons, can make over 27 knots.



ANCIENT gunboat *Chu Kwan* is typical of a number now in service on China's rivers. Built in Kobe, Japan in 1906, she has a flank speed of 13 knots.

THERE is much of tragedy and confusion, and at the same time much of the heroic, in the picture of China's navy.

China: Seemingly forever the object of aggression, yet forever resisting, absorbing her enemies, still living, China accepts 7 July 1937 as the beginning of her conflict with Japan. Of the 75 or more navy ships in service at that time, more than half were lost by the time of Japan's fall. Those which were not sunk early in the war fought in an incredibly courageous manner against the powerful Japanese fleet.

Many of China's present-day ships belonged to navies of other nations before being consigned to their present duty. The ex-U.S. river gunboat USS *Tutuila* (PR 4) is an example. This ship now serves in the Chinese navy and is named *Mei Yuan*, which means "American origin." *Tutuila* (or *Mei Yuan*) was built in Shanghai, strange as it may seem,—in 1927. Other ex-American ships are serving in the Chinese navy, as well as many ex-British ships and a few of other European origin. Many Chinese navy personnel have received training in the U.S. or under U.S. Navy instructors.

An example of home-grown progress—as contrasted to the imported variety—is the school known as the Military Academy of Whampoa. This school, which had been carrying out initial training of army officers for a quarter of a century, underwent a great change in 1948. The school now prepares officers for leadership in three military branches—land, sea and air. The course is four years in length and is identical in nature for students of all branches during its first half. At the end of the second year, students are grouped according to their inclinations, abilities and relative standing into three separate categories. This appears to be a step ahead, and toward more unity and effectiveness.

China had two 2,500-ton cruisers at the beginning of her naval conflict with Japan—*Ning Hai* and *Ping Hai*, built in the Orient in 1931-1932. *Ning Hai* was sunk by Japan, while *Ping Hai* was captured by Japan and later sold. In May 1948, the British light cruiser *Aurora* was transferred to the Chinese navy, and is now known as RCS *Chunking*. At the same time the British destroyer *Mendip* was trans-

FAR EAST

ferred to China. She is now known as RCS *Ling Fu*.

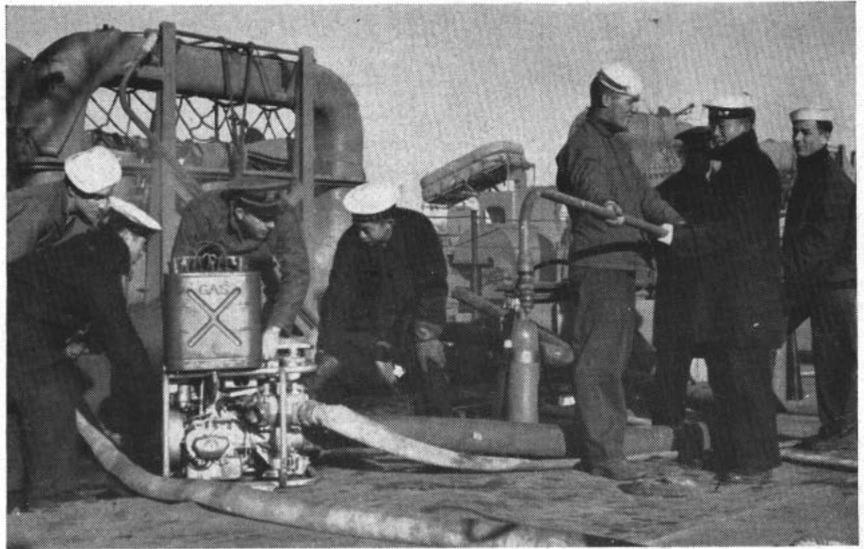
The ex-American destroyer-escort USS *Decker* is in the Chinese Navy as *Tai Kang*; another, the ex-USS *Wyffels*, is in the Chinese navy as *Tai Ping*. Of the six ex-American DEs in the Chinese navy, two are actually in China and four are enroute.

The Chinese navy received some 26 ships in the post-World War II distribution of the Japanese navy. A number of these ships are Jap war-built escort craft which have been re-named and are serving as DEs. Several ex-Jap destroyers have also been re-named and placed in service. The Chinese Navy has about 150 assorted ships of many types, ranging from an ex-British light cruiser down to ex-American LCIs.

A Chinese-built ship representative of those larger than river gunboats is:

- *Yung Sui*—650 tons, speed 18.5 knots, main armament one 6-inch gun, four six-pounders, three 3-inch AAs; built in Shanghai in 1929. This ship has a draft of only seven and one-half feet and is known as a gunboat. Two comparable ships, one of which was built in Japan in 1912, were sunk in the war against Japan.

Almost all of China's river gunboats now in service are of foreign construction or formerly a part of foreign na-



HELPING HAND has been given China by her powerful friend the U. S. Navy. Here, American sailors give instruction in the use of fire control equipment.

vies. As a nostalgic reminder to the U.S. Navy old-timers who remember her, here are some figures on one mentioned above, which is fairly typical:

- *Mei Yuan*—370 tons, speed 14.5 knots, armament two 3-inch guns and 10 machine guns, triple-expansion engines with a rated horsepower of 1,950. As USS *Tutuila*, the ship was presented to China by the U.S. Government in 1942.

Siam: The kingdom of Siam (or Thailand) lies on the south coast of Asia, between Indochina and Burma. Its seacoast consists of the nation's southern edge, much of the eastern

shore of the Malay Peninsula and about 200 miles of the western shore of the Malay Peninsula. All of this except the 200 miles last mentioned touches on the Gulf of Siam, which is a continuation of the South China Sea. The portion on the west coast of the Malay Peninsula is washed by the Bay of Bengal where that bay joins the Indian Ocean.

Headquarters of the naval force which guards this exotic shoreline is at Bangkok, which lies near the mouth of the Menam River, about 13 degrees north of the equator. Siam's main naval station, including a naval air station and the naval academy, are located on the northwest side of Sattahib Bay, some distance to the westward from Bangkok.

The naval academy maintains a student body of 300. There is a five-year course for line officers, four years for engineering officers and three for marine officers. Except for the academy, the station's activities are devoted largely to the training of marine recruits.

The commander in chief of the Siamese navy holds a remarkable amount of personal power in regulating the navy's activities. As a consequence, the chiefs of the various navy bureaus must obtain official sanction before undertaking matters of any importance.

Siam's marines are truly a part of the navy. They are simply a navy corps, in much the same way as the Supply Corps or Civil Engineer Corps are a part of the U.S. Navy. They wear the same type of uniforms as



PHILIPPINE Naval Patrol trainees man their battle stations on board USS *Quest*. Still in its infancy, the fleet is composed of small ex-U. S. ships.



BURMA obtained *Mayu*, a sister ship to *Dart* shown above, along with her independence from British Commonwealth.

navy personnel, distinguished only by a marine corps insignia.

Siam has upward of 50 navy ships, consisting of 9 gunboats, 14 torpedo boats, 4 submarines, 12 transports, 2 tankers, and others. A typical ship is the gunboat (or coast defense ship) *Ayuthia*, also called:

- *Sri Ayuthya*—2,265 tons, speed 15.5 knots, armament four 8-inch guns and various AAs, built in Kobe, Japan, in 1937. A sister ship, *Dhomburi*, was reduced to a wreck in war action, refitted, and later decommissioned.

To this writer, the most impressive units of Siam's navy are the motor torpedo boats, many of which are capable of speeds above 40 knots. Each carries a crew of five and is powered by two gasoline motors. All of them were built in England.

The Siamese navy is very active in anti-smuggling work along the nation's coast, and in fishery protection. While the country was theoretically allied with Japan during World War II, it rendered valuable assistance to the U.S.

Burma: The Burmese navy was created in 1939 as a unit of the British Naval Reserve. On 4 Jan 1948, Burma became an independent nation, completely outside the British Commonwealth. Consequently, the navy is now definitely a Burmese navy, with no foreign ties except for a British naval mission which is stationed in the country.

Burma's navy was active against Japan in World War II, and is now occupied with anti-smuggling tasks. One frigate, two minesweepers and thirteen 73-foot patrol boats comprise the floating force.

Philippine Islands: Since gaining its independence (4 July 1946), the

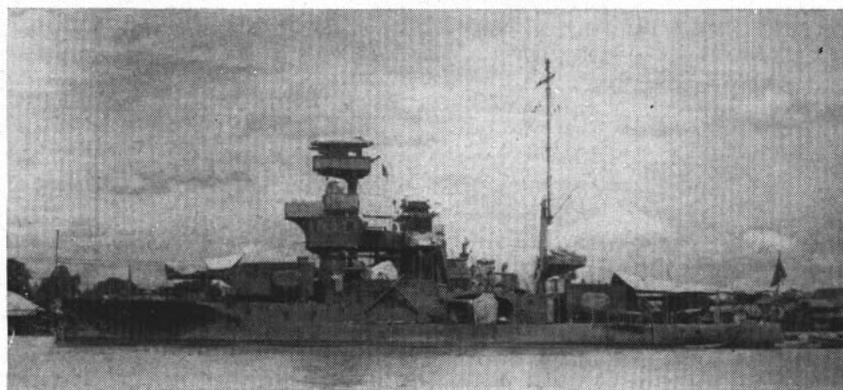
Philippine Republic has been building up a naval force, called the Philippine Naval Patrol. This force, consisting of small ex-USN ships, is a part of the Philippine military organization known as the Armed Forces. It is headed by a commodore. There is a U.S. military advisory group in the Philippines, with a naval member who

(This is the last in a series of ALL HANDS articles which discuss the navies of foreign powers as they exist today. Material for this series is from non-classified sources.)

keeps in close touch with the Philippine Naval Patrol.

The naval force, consisting of ex-U.S. sub-chasers, patrol craft, minesweepers and landing craft, is occupied mainly with anti-smuggling patrol.

Under an agreement with the U.S., several American bases are maintained in the Philippine Archipelago.—H. O. Austin, MEC, USN.



SIAM has upward of 50 minor naval vessels which are active in anti-smuggling work. Antique *Sukothai* (above), a heavyweight, is no longer in commission.

Last Three Japanese Vessels

Work is nearing completion in scrapping the last three vessels of the annihilated Japanese fleet.

At the war's end, 413 ships awaited disposition. The work has progressed to a point where the last trace of the fleet is at the point of extinction. The last three vessels afloat were an 887-ton high-speed transport, a 770-ton destroyer and a 600-ton submarine.

Canoe Now Part of U. S. Navy

The powerful might of the Fleet was augmented momentarily by something new in the line of fighting ships—at least to the modern U. S. Navy. This latest addition was an outrigger canoe hewn from breadfruit wood by natives of Mokil island in the Carolines.

Modern trappings accompanied the christening and launching on the Potomac river of the outrigger, a gift from the native islanders. After the canoe made its maiden voyage it was presented to the Naval Historical Foundation, Washington, D.C.

AIRSERVISTS

CELEBRATING its silver anniversary, the Naval Air Reserve rounded out during 1948 a quarter of a century of growth, from a single air base with one seaplane to a network of 27 key air stations, strategically placed across the nation, and 34 satellite flying units.

Weekend warriors of the Naval Air Reserve who take off in their fast fighters and stream-lined bombers from long concrete runways on well-equipped air stations are a strong contrast with the Reserve air pioneers, graduates of World War I, who joined the first civilian units in 1923.

From a handful of ancient seaplanes and piano-wired bombers, the Naval Air Reserve has developed into an air arm of 2,183 planes of all types.

During the past year 43,700 Air Reservists participated in drills or annual training, along with 7,700 members of the Marine Corps Air Reserve.

In calendar 1948 Reserve airmen of the Navy and Marine Corps stacked up a record of 840,000 pilot hours, far surpassing any previous 12-month period.

Their safety record is something to be proud of, too. In the first half of 1948 the major accident rate for the Naval Air Reserve was 5.35 per 10,000 aircraft hours. This creditable showing was lower even than the air accident rate of the entire Navy for the same period.

Called by some observers the finest Reserve outfit in the world today, the Naval Air Reserve gave little promise of a bright future at its birth.

Although there was a corps of 4,000 Reserve officers and 20,000 men in aviation at the end of World War I, a training program did not get underway until several years later, when most of the Reservists had forgotten most of what they learned.

With a budget which had been sliced by two-thirds to \$502,000, the Naval Air Reserve plan as set up in 1922 called for the establishment of seven units to train approximately 500 pilots a year.

Although Reserve pilots had been flying occasionally with the fleet after World War I, it was not until 1923 that the Reserve program really got underway. On 13 August of that year, the first Naval Reserve Aviation Base was established at Squantum, Mass. for the training of Organized Reserv-



REVIVING-UP Hellcat on line at NAS Miami, Reserve airmen give up weekends to do their part in keeping the Navy's air arm a potent striking force.

ists. That base, today one of the best in the nation, set the pattern for others that were later activated at key points throughout the country.

This is a typical Reserve air base of a quarter of a century ago. It consisted of two seaplanes, one officer, one rigger, two machinists' mates and a carpenter. For facilities it had a small hangar, motor overhaul stand, a small machine shop and a motor boat. It was capable of training a dozen or so pilots each year.

The trainees themselves had to spend a considerable part of their time repairing their own planes and patching their hangars under the supervision of the lone carpenter who was kept busy trying to keep the buildings from falling apart.

Working together they forged a solid foundation for today's stream-lined training program.

World War II had scarcely ended when the Naval Air Reserve once more was geared for action. This time

there was to be no costly delay such as occurred after the first war.

Today a little over three years after the Japanese tossed in the sponge, the Reserve's air program is in full swing.

A ready reservoir of striking power, maintaining wartime proficiency, the Organized Air Reserve includes:

- 55 carrier groups, training to go aboard carriers in both fighter and bomber aircraft.
- 25 patrol squadrons, aerial eyes of the fleet in reserve.
- 25 transport squadrons, capable of moving an army division.
- 47 FASRons, aviation service squadrons.
- 2 photo squadrons, for aerial mapping surveys.
- 1 blimp squadron, for off-shore submarine detection.

The Naval Air Reserve is directly supervised by the Chief of Naval Operations, DCNO (Air). In the field, it is organized on two fronts. Its



CHECKING the tow sleeve after a gunnery hop Reservist fighter pilots at NAS Squantum find out how hot they are with those fixed 50s.

major training program is under the Naval Air Reserve Training Command at Glenview, Ill., which has cognizance over the chain of naval air stations, NARTUs and associated volunteer units, called AVUs.

The second front is under the district commandants and their assistant directors of Naval Reserve (Air), who are now busy setting up volunteer aviation units, or VAUs.

Aboard the Reserve air bases, serving on continuous active duty as stationkeepers, are 694 officers and 8,821 enlisted men of the Naval Reserve. Drilling regularly at these bases are 6,838 officers and 19,659 men of the Organized Reserve.

Add to this 4,530 Volunteer Reservists associated with aviation drilling units, and 3,222 other volunteers who drill occasionally or take annual training. With the addition of the 7,700 Marines in the program, the total number of Reservists participating actively in Naval Air Reserve training is more than 51,000.

Typical of the Reserve air stations and one of the biggest in the country is NAS Oakland, Calif. Now 21 years old, it was originally commissioned as a Reserve air base in 1927.

From this strategically located base, Reserve pilots may fly a wide course from the Rocky Mountains to over the Pacific.

A total of 18 Organized Reserve squadrons, comprising 472 officers and 1,011 enlisted men, come out for reg-

ular weekend training at NAS Oakland.

The organized training is on a squadron basis, with 100-hour flight syllabi set up for members of the Organized Reserve and 50-hour syllabi for Associated Volunteer pilots.

Conditions prevailing in the fleet under actual wartime conditions are simulated. Formation and tactics are continually revised to keep pace with those used by carrier task forces and air wings. Simulated carrier landing practice, carrier break-ups and traffic patterns are included as part of the regular training.

The flight syllabus provides comprehensive cross-country and over water search flights in all types of aircraft. Emphasis is also placed on high altitude tactics and gunnery, with rocket firing and live gunnery areas less than 10 minutes from the field.

At coastal stations training is highlighted by fighter director exercises, conducted with Reserve destroyers, and by coordinated air attacks on ships manned by members of the Surface Reserve.

Reservist pilots learn their job thoroughly during training. They search for floating mines along the Pacific coast, utilizing radar to detect their presence. They also join in searches for lost civilian aircraft.

Like other Reserve stations NAS Oakland supports several associated volunteer units. Located at Stockton, Fresno and Monterey, Calif., Oak-

land's AVUs provide training for 300 men and 150 officers. The Reserve's expanding aviation program now boasts 50 associated volunteer units, each of which is established within range of a parent station that provides equipment and instruction for trainees.

34 AVU(A)s now receive active flight as well as ground training, with a syllabus calling for a minimum of 50 flying hours a year. The home station usually sends over three or four planes to the satellite fields during designated periods each month for scheduled training.

In addition to the flying units there are now 12 AVUs, associated groups without flying facilities which have organized a ground training program, and 4 AVU(W)s, units consisting entirely of Waves specializing in aviation duties.

Behind the drilling units of the Organized Air Reserve is the "second front" of Volunteer Reservists. They total some 37,000 pilots, 21,000 non-flying officers and approximately 39,000 enlisted ratings.

Naval districts are authorized to establish volunteer aviation units, called VAUs, to provide a training program for these officers and men. Top honors for having the largest number of VAUs goes to the 6th Naval District where 18 of the units are now going concerns. Runner-up on the



FLIGHT of Hellcats from NAS Dallas is serviced at Pensacola. Cross-country hops

VAU network is the 11th Naval District with 15 units, which meet for films and lectures, and organize special courses.

During his two weeks' annual training the Reserve airman can put his drill training to a test. Training by air groups which have drilled together throughout the year also illustrates the readiness of the weekend warriors.

Qualifying for carrier operations during its annual training last summer aboard *uss Wright* (CVL 49), the Dallas, Tex., Air Reserve detachment was the first Reserve group in history to complete full scale simulated combat maneuvers aboard a flattop. It also marked the first time the Reserve pilots had landed on a flight deck since the end of the war.

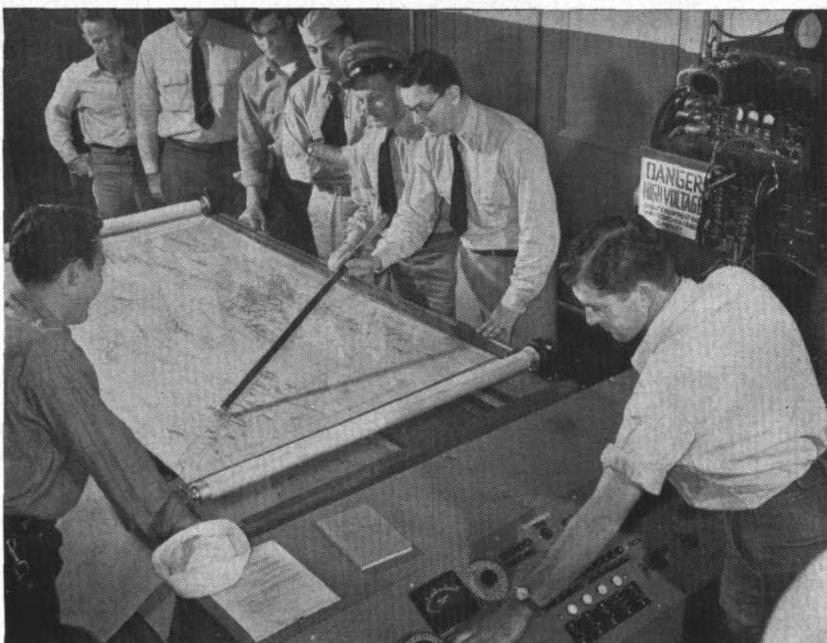
A total of 421 landings were made aboard *Wright* by the Reservists, in addition to routine sorties and simulated attacks, with two air groups taking turns protecting and attacking the carrier.

This operation was organized as a small-scale experiment by the Navy before establishing the policy of making such exercises a general requirement for Naval Air Reserve training. Its success brought home to the public the realization that the Naval Reserve's air arm is a potent force, capable of operating in fact as well as on paper.

This realization was pressed home



permit weekend warriors to keep sharp in that all-important DR navigation.



ULTRA-SONIC radar trainer is being explained to Reserves at NAS Los Alamitos. Program utilizes the latest in synthetic training devices and aids.

again and again throughout the year as the Reserve demonstrated its training achievements in joint air maneuvers and tactical exercises.

Before an audience of 25,000 citizens of Memphis, Tenn., Reserve units of the Navy and Marine Corps, Air Force, Coast Guard Reserve and the National Guard staged the mightiest war games in the history of that city.

In keeping with the policy of close cooperation between the Air Reserve and Fleet operating units, Reservists participated whenever possible in regular Fleet exercises. In the July maneuvers, for example, Reserve from NAS Los Alamitos and Oakland "defended" the southern California coast from "attack" by the First Task Fleet and scored success in intercepting the ships.

Again in the November maneuvers held off the West Coast, Reservists from NARTU Seattle joined with those from Oakland and Los Alamitos in similar exercises.

Officers and men from 19 Reserve stations east of the Rocky Mountains were assigned to duty aboard *uss Kearsarge* and *uss Leyte* during the recent Atlantic Fleet maneuvers held off the southern tip of Greenland. Enlisted personnel were assigned to regular Fleet squadrons and maintained the latest type fleet aircraft, while officers observed operations at all levels.

Not content with a Reserve program aimed only at keeping the war-won

skills of former airmen up to par, the Navy has gone ahead with plans for systematically training new aviators.

A Naval Aviation Cadet program was established last year to train Reservists, and to continue to train large annual quotas hereafter.

Purpose of the program is to insure a continuous flow of men into the flight training facilities in order to man the fleet groups with young aviators and to provide a supply of newly trained personnel for the Naval Reserve.

The candidates agree to serve a total of four years on active duty, including a period of about 18 months of indoctrination and flight training.

A second flight training program is open to Reserve officers and college graduates, who begin their training with initial appointments as ensigns. They agree to serve for two years after their flight training, which also lasts approximately 18 months.

With a geographical spread that covers most of the nation, the Naval Air Reserve is still growing.

In recent months four new members of the Naval Air Reserve chain, Spokane, Wash., Birmingham, Ala., Lincoln, Neb. and Niagara Falls, N.Y., have demonstrated this power of expansion. Formerly AVUs, they are all full-fledged naval air stations.

The air program in the Naval Reserve is slated for full steam ahead in 1949.

GADGETEERS



SKILLED TECHNICIANS instruct selected trainees in the complex art of keeping the Navy's precision instruments in top-notch condition.



MYSTERIES of a ship's clock are investigated by a student. After a 12-weeks course, he'll fix anything from a chronometer to an alarm clock.

IF THE NAVY looked at the world through rose-colored binoculars, there is a place where one could learn to add the coloring. That place is U.S. Naval School, Opticmen.

The Navy optical school was first established in 1920. It was reorganized in its present form in 1946 and moved to its present location in early 1948.

A visitor to the school walks up a bustling street of the Naval Gun Factory, Washington, D. C. He enters a building just behind headquarters, Potomac River Naval Command, and takes the elevator to the fourth floor. There he finds himself in a large room filled with the latest machines used in Navy optical repair. On a corridor leading off from the main room he sees smaller compartments. These, he finds, are used by students for classroom work, typewriter repair, watch repair, binocular repair, and related work.

Although the activity is under a single roof, there are actually three schools—Class A, Class B, and Class C. Men arriving for the Class A course are newly-graduated personnel from the various naval training centers. Class B and C enrollees are men assigned from the fleet. Students chosen for the Class B and C schools vary in rate through all classes of opticmen and instrumentmen with occasionally a seaman included. Most of these men are third class, however. The few seamen are usually broken-service men who previously were opticmen or instrumentmen or have had experience in that type of work. Candidates for the Class A course may be seaman apprentices, seamen, fireman apprentices, firemen or opticmen.

The Class A school offers primary instruction in telescopes, navigation instruments, machine shop work, silvering of mirrors and reflectors for navigation instruments, and filming.

The Class B course consists of advanced instruction in range finder repair and lead computing sight repair.

The Class C school conducts courses to train range finder operators, watch-repairmen and typewriter repairmen. It is planned that a school for instrumentmen will be provided in the future, which will encompass courses

DELUXE

for watch repairmen and typewriter repairmen. It is expected that there will be an additional course in instrument and gauge repair.

The courses vary in length as follows:

- Optical, primary, Class A—24 weeks.
- Optical, advanced, Class B—rangefinder repair is 16 weeks and lead computing sight repair, 24 weeks.
- Optical, special, Class C—rangefinder operators' course is 6 weeks; watch repair, 12 weeks; typewriter repair, 12 weeks.

The students—about 10 in number at present—begin their day's work at 0750 and end it at 1620. The final 65 minutes of each day's schedule is devoted to athletics—swimming, softball and many other types of sport. The school is on a five-day week schedule. Students who are not on subsistence live at the Naval Receiving Station, about one and one-half city blocks from the school.

Quotas for the Class A, B and C Opticalmen schools are allocated to the Service Force commanders and recruit training center commands. Recruits are selected prior to completion of recruit training at the training centers. In the case of men serving aboard units of the fleet, their requests, if approved, are forwarded through the chain of command to the Service Force Commander who as-



TEARING THEM DOWN and putting them back together becomes easy for those trainees taking the school's intensive course in typewriter repairing.

signs the quotas to the various ships.

Graduates serve in the line of work for which they were trained, usually aboard tenders and on shore stations.

With ranges of guns and speeds of potential targets constantly increasing, who knows what fantastic rangefinders and computing sights our Navy of tomorrow may possess? But, alumni of the optical school will, if they apply themselves, have the

know-how to keep our gun-aiming equipment in top-notch condition. At the same time, if the commodore wishes to time his ship movements with a stop-watch and when the flag yeoman types up a report of the action, somewhere behind the scenes there will be, more than likely, a graduate of NavScol, Opticalmen, a part of Advanced Technical Service Schools, U. S. Navy.



TOMORROW'S NAVY must use instruments which will seem fantastic by present standards. By working on today's rangefinders (above), students learn the techniques that will adjust and repair the instruments of the future.

LETTERS TO THE EDITOR

Shore Duty Eligibility List

SIR: In June 1947 I submitted a request to BuPers and was placed on the shore duty eligibility list for shore duty in the 5th Naval District, Norfolk, Va. In June 1948 I was ordered from sea duty to LantResFlt, New London Group, New London, Conn. I did not request this duty, but I understand it is shore duty. (1) Will I remain on BuPers' shore duty eligibility list and get shore duty in the 5th Naval District when or if my name comes up during my first year here? (2) If I remain here over one year, will I still remain eligible for shore duty in the 5th Naval District?—L. M. R., GMC, USN.

• (1) Yes. (2) No, because time served ashore for a continuous period of one year or greater within the continental limits of the United States is counted as a normal tour of shore duty if the needs of the Navy require transfer prior to the completion of two full years.—Ed.

Broken Service and Promotion

SIR: I am an ensign, USN, with broken service. I was originally commissioned in November 1944 and was released to inactive duty in July 1946. In October 1947, I returned to active duty in the Regular Navy. A late semi-monthly bulletin listed ensigns eligible for lieutenant (junior grade) on or before 1 April 1949. To be eligible, must this time (three years) be continuous active duty, or should I be eligible for promotion?—F. H. D., ENS, USN.

• You are not eligible for promotion until 6 June 1950. Your previous date of rank as ensign, DLR, USNR, on 22 Nov 1944 has no bearing on future promotion and service and counts for pay and retirement purposes only. A transferee under Public Law 347 would be credited with previous service and precedence in rank.—Ed.

Sub Service Designators May Be Worn Under Certain Conditions Only

SIR: If a man carries the designator SS behind his rating but is no longer actively attached to a submarine, does he lose his SS designator and automatically become an SL?—D. B., YN1, USN.

• It is the custom to change the designator SS (qualified for sub service) to SL (submarine qualification lapsed) after six months have elapsed since attached to and serving on board as an active member of a submarine crew. There are only certain conditions under which a man may hold the designator SS: (1) while a regular member of the ship's

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Either Sun or Landmarks

SIR: In the September 1948 ALL HANDS you pictured a bearing circle as an azimuth circle. Therefore not one of the multiple choice answers was correct. If the white hat used that to shoot the sun he'd soon be in need for a seeing-eye dog.—W. J. M., QMC, USN.

• Bradford's Glossary of Sea Terms says: "Azimuth Circle (bearing finder)—A metallic circle made to fit on a compass for the purpose of taking azimuths. There is a revolving mirror on one side by which the reflection of the sun is caught and thrown into a prism situated directly opposite, also on the rim of the circle. The rays, here thrown downward in a thread of light upon the rim of the compass card, indicate the sun's bearing. There are also sightvanes for use in taking bearings of landmarks."—Ed.

VPB 28's Record

SIR: During the war, my squadron, Patrol Bombing Squadron 28 (VPB 28) was awarded the Navy Unit Citation for Japanese shipping sunk and damaged in the South China Sea. Would you please tell me how many tons are credited to us as being sunk, and how many tons are credited to us as being sunk or damaged?—G. F. M., AO2, USN.

• Records indicate PatBomRon 28 sank or destroyed 76,950 tons; probably sank 10,500 tons and damaged 33,410 tons.—Ed.

company of an active submarine; (2) while serving in the staff of ComSubLant or ComSubPac, if attached to a submarine under their command; (3) while serving in the staff of a submarine squadron or division, if attached to a submarine under their command. At present the only reference to SS and SL designators is in Table C of Instructions for the Navy Personnel Accounting System. Instructions for the use of submarine designators are now being revised and will be promulgated in the near future.—Ed.

Wants Diving School

SIR: I am interested in putting in for diving school but I am not familiar with the reference I should use or the procedure I should follow. Would you please tell me how I can go about applying for this training?—J. L. L., USN.

• Qualified personnel desiring diving school training should submit their requests to the appropriate Service Force Commander via official channels.

Naval School, Deep Sea Divers, Naval Gun Factory, Washington, D.C., convened 5 Apr 1948 and will continue to take applicants the first Monday every second month thereafter. Ratings eligible for this school are BM, TM, DC, and ME.

Naval School, Salvage, Navy Yard Annex, Bayonne, N.J., convened 5 Apr 1948 and every six weeks thereafter. Ratings eligible are BM, MM, FP, FN, SN, DC, and EN. Volunteers for these schools must be physically qualified in accordance with Art. 21134 BuMed Manual and be mechanically inclined. Service Force Commanders have been given quotas by the Bureau of Naval Personnel.—Ed.

Retainer Pay to Dependents?

SIR: What happens to the retainer pay of a person in the Fleet Naval Reserve with benefits of 20 years' active federal service after his death? Does the widow or other dependents receive this pay?—H. A. W., USNR.

• Retainer pay stops at the date of death.—Ed.

Marks and Exams

SIR: Should the mark for a court-martial (in the case of a summary court-martial) be entered as of the date the offense was committed and another mark of 4.0 assigned at the end of the quarter? Both marks to count in the final average of all marks?

How can intermediate marks (3.9, 3.8, etc.) better establish a man's ability, when BuPers Manual Art. D-8019 standard established guide assigns marks for 4.0, 3.5, 3.0, 2.5, 2.0, 1.5, and 1.0 only?

Does a Class A service school graduate, as an SA, have to take and pass the examination for SN the same as a non-service school SA, even though he is considered to be qualified for third class petty officer of his specialty?—T. R. S., YN3, USN.

• Your questions covering marks will be answered fully in the Revised BuPers Manual now being printed, the discussion being too long for this space. Yes, a service school graduate must pass the examination for advancement to SN.—Ed.

Must Serve Probation Period

SIR: As a result of a summary court-martial, I received a fine extending over a six-month period and a BCD remitted on the provision I maintain a satisfactory record for six months. I am on a minority enlistment which expires prior to the completion of the period of probation. I have been informed that I am not eligible for discharge while on probation. Is this true? If so, is there any provision for reimbursement for time I serve beyond the expiration of my enlistment?—G. S. M., SK3, USN.

• In your case you must serve out the probationary period. Where serving out at least six months of a probationary period requires the man to serve after the date of normal expiration of enlistment the enlistment is considered to have been extended for under the authority of *Alnav 155-41* the length of time necessary to complete the probation. You will be in a full pay and duty status during this probationary period, provided the terms of your probation are not violated. No other reimbursement is authorized.—Ed.

Corpsmen with FMF

SIR: In reference to BuPers Circ. Ltrs. 101-48 and 139-47, please clarify the status of hospital corpsmen serving with the Fleet Marine Force. Some confusion has arisen as to what date sea duty commenced. Did a corpsman reporting to the FMF begin sea duty on the day he reported, assuming he reported from shore duty?—H. B. M., HMI, USN.

• All duty with the Fleet Marine Force, inside or outside the continental limits of the U.S., is now considered sea duty for all hospital corps ratings. The effective date for computing sea duty for hospital corps rates on duty with the FMF based ashore within the continental limits of the United States is 27 May 1948. The effective date for computing sea duty is the date first reported to sea duty upon termination of shore duty.

In this respect, the following examples apply to hospital corps ratings: (1) Duty with FMF inside USA: A HM completes a normal tour of shore duty in Com 1,

Changing Rate

SIR: I would like to know if it is possible to change my rate from EMC to AEC or ATC. I have 12 years in the Regular Navy and have been EMC for over four years.—G. B. N., EMC, USN.

• BuPers does not consider it practicable for a man to spend a dozen or so years in one thing and then change to another which will require considerable retraining. Only in exceptional cases does the Bureau approve changes of rating for higher pay grade personnel. Also, there is at present an overall shortage in the Navy of electrician's mates.—Ed.

Fleet Quotas for Service Schools Will Again Be Opened to Personnel

SIR: I joined the Navy to be a 20-year man and I still had this in my mind when I went up to the personnel office to inquire about going to a service school. They said that the only men who can go to school are those who enlisted for that reason and were high school graduates. How is a fellow supposed to get ahead in the Navy?—N. J. S., AN, USN.

• During the 1948 summer months, in order to compete with the Army and Air Force, the Navy offered the school of his choice to any high school graduate who would enlist in the Navy for a full term

of enlistment. This program was much more successful than anticipated in that approximately 27,000 high school graduates took advantage of this opportunity and enlisted in the Navy for a normal tour. Since this tremendous number of men doubled the population of the schools it was necessary to exclude the fleet quotas, temporarily. It is estimated that by the time this article appears in publication the situation will be rectified and fleet quotas will again be open and every opportunity will be given those qualifying.—Ed.

and is ordered to report to FMF at Camp Lejeune for duty. The date sea duty commences is the date first reported for duty to FMF at Camp Lejeune. (2) Duty with FMF outside USA: A HM completes a normal tour of shore duty in Com 9, and is ordered to report to FMF outside the continental limits of the United States. The date sea duty commences is: (a) If government air transportation is authorized, the date of departure from continental limits of United States; (b) If government surface transportation is authorized, date first reported on board for transportation.—Ed.

Maine Was Raised

SIR: I am inclosing a clipping from a Texas paper. As you can see, it says that the Maine was raised and parts salvaged from her. I was in the Navy from 1906 to 1913 and I don't recall that the Maine was ever raised.—A. O. H.

• USS Maine, sunk in 1898, was raised January 1912. The ship was taken out of Havana harbor and sunk at 1721 on 16 Mar 1912. Parts of the ship were salvaged.—Ed.

Job Code Numbers

SIR: I would like information in regard to the Navy's job code classification system. At the present time I am stationed on a ship and doing work in line with my Navy job code number. What I would like to know is how close is the Navy adhering to its classification program?—J. K., ENC, USN.

• The purpose of the Navy Job Classification System is to provide a means whereby the highest level of naval job skill of enlisted personnel can be identified. When Navy job classification codes have been accurately assigned they will provide for more refined detailing in terms of actual job skill within the broad confines of the man's rating. You have been assigned a Navy job classification code which identifies your job skill and you have been detailed to a ship that can fully utilize that skill. That this will be the case for each and every enlisted person is the aim of the enlisted classification program.—Ed.

Entry in Service Record

SIR: Can you give me any information as to whether an entry is made in the record book of Marines who were nominated to the U. S. Naval School, Academy and College Preparatory, to take the entrance exams to Annapolis? I noticed an entry is made in the record book for those who are selected to take the NROTC exam.—H. G., PFC, USMC.

• Regulations regarding nomination of enlisted men of the U. S. Marine Corps for entry to the Naval School, Academy and College Preparatory, *Bainbridge, Md.*, are set forth in *MarCorps* letter of instruction 1451. *BuPers* Circ. Ltr. 77-48 (NDB, 30 April 1948) made applicable to the Marine Corps by *Almar* 33-48, provided for the 1948 nominations. The administrative procedures for this program do not provide for an entry in the service record book.—Ed.

No Shoulder Patches

SIR: I understand the Bureau of Naval Personnel cancelled the wearing of the amphibious shoulder insignia in 1944. Has there been any authority promulgated since then authorizing the wearing of such insignia?—E. J. A., RMC, USN.

• No shoulder patches are now authorized for wear on the uniform.—Ed.



SHOULDER patches, like the amphib patch above, no longer are authorized for Navy.

Retirement at 60

SIR: In computing the time for service requirement for eligibility for the Naval Reserve retirement will the time I spent in the regular Navy count towards my retirement at the age of 60?—O. J. F., YNC, USNR.

• *Yes. All satisfactory federal service counts for retirement under Public Law 810 (80th Congress).*—Ed.

Precedence Within Ratings

SIR: Are both pay grade 1A and 1 considered a rate? Who would be the senior man in the following case: the chief who made CPO (AA) first or the chief who made CPO (permanent) first—O. F. R., ADC, USN.

• *Pay grade levels within ratings are rates. Examples: AMC, AMCA, and so forth. Precedence of chief petty officers within the same rating depends upon date of advancement to pay grade 1A.*—Ed.

19 Years and Six Months

SIR: I will be eligible to go into the Fleet Reserve in June 1949, with 19 years and six months total service. I understand that there is a bill pending in Congress that will require a full 20 years' service. Has this bill any effect upon my retirement?—G. L. R., GMC, USN.

• *No. BuPers has been authorizing transfers to Fleet Reserve with 19 years and six months active service. At present the Bureau of Naval Personnel does not contemplate any change in this policy.*—Ed.

Classification Test Results Seldom Vary When Taken a Second Time

SIR: Regarding a letter appearing in the August 1948 issue of ALL HANDS by N. B. C., YN1, and concerning general classification tests, I feel the Editor has given a wrong explanation in answering his questions and the letter in general.

I've done a little checking and it seems to me that N. B. C. has a good, sound idea about the problem. I checked with 20 men who took the test several years ago and recently retook it. I found that all 20 scored higher marks on the latter test, some to an increase of 25 per cent. All of these men were of different rates and each of them had over six years service.

This information agrees with N. B. C. and by the same token disagrees with the Editor's reply to his letter. I believe if this situation is investigated a different opinion will be formed by the Editor.—R. J. L., SNGM, USN.

• *The situation described has in recent years been extensively investigated in just the manner suggested. That is, the first and second scores of retested men have*



Construction Battalions (Seabees) have become permanent part of Regular Navy.

From SN to PO2?

SIR: I enlisted in September 1942 and was discharged in November 1945 as MaM2. I stayed out two years and 10 months and reenlisted November 1947 as S1, USN. During the time I was out I was in the Inactive Reserves. When I reenlisted it was with the understanding that if where I was stationed for duty the rating of MaM2 was open, that I could get my rate back. Now the rate is open as teleman. I was eligible for third class last May but they would not rate me because the complement of the ship is one rated mail clerk. Is it possible that I could take an examination for teleman second and get this rate back?—H. D. E., SN, USN.

• *No, but you can take the examination for TE3, if you meet eligibility requirements. See BuPers Circ. Ltr. 155-48 (NDB, 15 Aug 1948).*—Ed.

been compared. It has been found that, although exceptional cases exist, a man does just about the same the second time as the first, sometimes a little better, sometimes a little worse. It is possible by chance to come across perhaps 20 men who all scored higher on the second test. But it is equally possible to come across 20 men who all made lower scores on the second test. When hundreds of men are studied, these chance effects balance out and no large or consistent differences are found for the average man retested.

Studies on civilians with tests similar to the Navy GCT and Arithmetic Test show that scores are about as high at age 17 as they ever will be, and from the age of 23 or so show a gradual decline. Age and experience may add to knowledge and judgment, but they do not increase the basic reasoning ability called for by these tests. Detailed information on this topic can be found in David Wechsler's book, "The Measurement of Adult Intelligence" (Second Edition, 1941).—Ed.

Wants Back in Seabees

SIR: I am an ex-Seabee now stationed on a destroyer. I would like to know how I can get back in the Seabees.—F. S. V., RMSN, USN.

• *As you are stationed on board a vessel in the Pacific Fleet, you should submit your request to ComServPac via official channels, giving full particulars. An ex-Seabee stationed on a vessel in the Atlantic Fleet and desiring similar duty would submit his request to Com-ServLant.*—Ed.

Records to Be Verified

SIR: Will service records, pay records and health records be verified by all commands every year as was done during May 1948?—J. E. E., HML, USN.

• *Yes. Annual verification of enlisted service records, enlisted health records, enlisted muster and allowance cards (Parts I and III, respectively, of NavPers 500), and enlisted pay accounts is contemplated preparatory to annual census report. Detailed instructions concerning date and method of verification of these records and the preparation of the annual census report will be issued to the service annually by means of a BuPers circular letter.*—Ed.

Going Up for First Class

SIR: (1) Due to the shortages in the EM rating, will any consideration be given to a man with broken service in regaining his former rating? I have broken service and served three years as EM1 in a former enlistment. (2) Now, when I wait my one year to go up again for EM1, must I wait the full three years to go up for chief? (2) Can an EM change over to AEM? I have one year in O-2 organized reserve (aviation).—C. W. E., EM2, USN.

• (1) *Yes. You can go up for EM1 after one year as EM2 in this enlistment.* (2) *Yes.* (3) *Yes, but only those men whose records show exceptional ability.*—Ed.

Family Allowance

SIR: Can a Navy man's wife receive family allowance for two children by a former marriage if the divorce decree calls for the children's father to pay them \$10.00 per week? If the answer is no and the children are living with the stepfather and he is completely supporting them, would it be necessary for him to legally adopt them to obtain this family allowance?—J. J. D., AD1, USN.

• *Under the provisions of the Servicemen's Dependents Allowance Act, as amended, the stepchildren of an enlisted man are entitled to receive family allowance benefits provided they are members of the enlisted man's household, even though the natural father of such stepchildren is required by court order or decree to contribute to their support.*—Ed.

Temporary Officers' Status

SIR: What provisions, if any, have been made whereby a temporary officer who has not been accepted for permanent commission or LDO status can retain his temporary commission until he completes 20 years of service? There are many in this category who have but a year or two before "going out," who wish to be retained in a commissioned status.—W. A. D., LT (T), USN.

• The only provisions that have been made are stated in *Alnav* 44-48 (NDB, 15 June 1948). In the light of that directive, temporary officers in the category you mention may expect an opportunity for further retention beyond fiscal 1949, although no definite commitments can be made for periods for which appropriations are not known.—Ed.

Selection Board for EDO

SIR: (1) How often do selective boards for EDOs meet? (2) When did the last one meet? (3) How many officers were selected. (4) When will the next one meet?—J. A. H., ENS, USN.

• (1) Selection board for EDO meets when directed by the Secretary of the Navy. Ships and stations are notified in advance by circular letter inviting submission of application. (2) The last board met 17 Apr 1948. (3) A list of those selected has not been published as yet. (4) It is expected that the next board will convene in 1949.—Ed.

Identification

SIR: Under present provisions, a man may reenlist on any ship or station of his choice. Presumably, it is the responsibility of the examining surgeon to establish definite identification of a man so reenlisting. Under the present procedure, I desire to know how this may be accomplished.

Upon discharge, the man's health and service records are forwarded to cognizant bureaus at the Navy Department. The man reports to the ship or station of his choice with an honorable discharge certificate, notice of separation, and standard statement of service—none of which contain physical characteristics, scars, tattoos or other identifying marks. Admittedly, the right index fingerprint is on some of these forms, but who on most ships and stations is qualified to interpret a fingerprint?—J. E., W., HMC, USN.

• The subject of identification has been considered at various times and past experience has shown that an enlisted man's discharge papers need not include his physical characteristics. Upon presentation of discharge papers for the purpose of reenlistment by an enlisted man to the CO of a ship or station other than that from which discharged, the CO satisfies himself from a careful examination of these papers and an interview

with the man concerned that he is the individual whose name appears on the discharge papers and approves his reenlistment on board that ship or station in accordance with existing instructions. The reenlistment papers, including the identification card which contains the print of the right index finger are forwarded to BuPers for routine processing. The fingerprint card is eventually checked with the previous fingerprints on file in the Bureau. The Bureau will, at any time, furnish the CO with an immediate identification of an individual, upon request.—Ed.

MEs in Engineering or Hull

SIR: We are metalsmiths and would like to know the exact date that we will be transferred to the engineering department. Our rates were changed over in April 1948, but we have continued to be under the supervision of the first lieutenant.—N. E. A., MEC and J. W. S., MECA, USN.

• The metalsmith (ME) rating is in rating group VII, Engineering and Hull. Men of this rating may be assigned to either department.—Ed.

Citations and Awards

(1) SIR: Is there any possibility of USS *Butler* (DMS 29), formerly (DD 636), receiving any recognition for her part in the war? I believe it has been overlooked to date.—G. W. A.

(2) SIR: How many battle stars does USS *Lenoir* (AKA 74) rate? Is she still in commission? How many battle stars does USS *Bayfield* (APA 33) have?—J. M., AMM3.

(3) SIR: I would appreciate information concerning awards made to the following units: Naval Construction Battalion 141, Naval Construction Battalion 607, Construction Battalion 1157. Were there any special awards made for participation in Operation Crossroads by Construction Battalion 1157?—R. E. C., PFC.

(4) SIR: I was attached to USS *Charles F. Hughes* (DD 428) during the first part of my enlistment and would like to know the service ribbons rated by personnel attached to the vessel from 17 Dec 1940 to 21 Oct 1944.—H. E. A., MM1.

(5) SIR: Did the crew of USS *Aaron Ward* (DD 483) receive the Presidential Unit Citation for the battle of Savo Island, 13-15 Nov 1942 and for shelling

Where to Obtain Books

SIR: At times—particularly on a Reserve cruise which I took this summer—I have felt the need of refreshing my memory on information learned in the past and which is contained in such books as (1) *Watch Officer's Guide*, (2) *Dutton's Navigation and Nautical Astronomy*, and (3) *Knight's Modern Seamanship*. Where may they be obtained?—A. F. S., ENS, USNR.

• Publishers of the books are as follows:

(1) U. S. Naval Institute, Annapolis, Md. Cost of the last edition (1945) is \$1.25.

(2) U. S. Naval Institute, Annapolis, Md. Cost of the eighth edition was \$2.20, although another edition is now ready for sale, price not available.

(3) D. Van Nostrand Co., 250 Fourth Ave., New York City. The 11th and last edition was published in 1945.—Ed.

the beach at Guadalcanal in October 1942?—K. B. D., CCM.

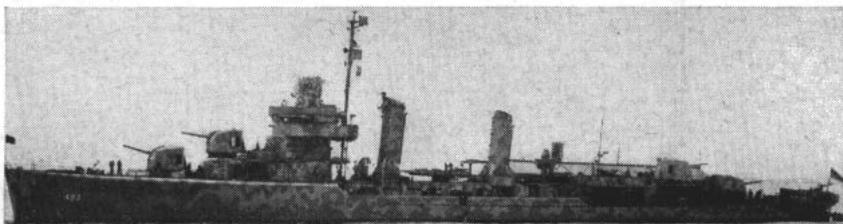
• (1) USS *Butler* was considered for the award of the Presidential Unit Citation or the Navy Unit Commendation. While performing in a meritorious manner, her service was judged not sufficiently outstanding to merit a unit award. *Butler* (DD 636) or (DMS 29) is entitled to four engagement stars for: the Sicilian Occupation, invasion of Normandy, invasion of southern France, and the Okinawa operations.

(2) USS *Lenoir* (AKA 74), decommissioned and returned to her former owner in 1946, is credited with one star on the Asiatic ribbon. USS *Bayfield* (APA 33) is credited with two stars on the Asiatic ribbon and two on the European ribbon.

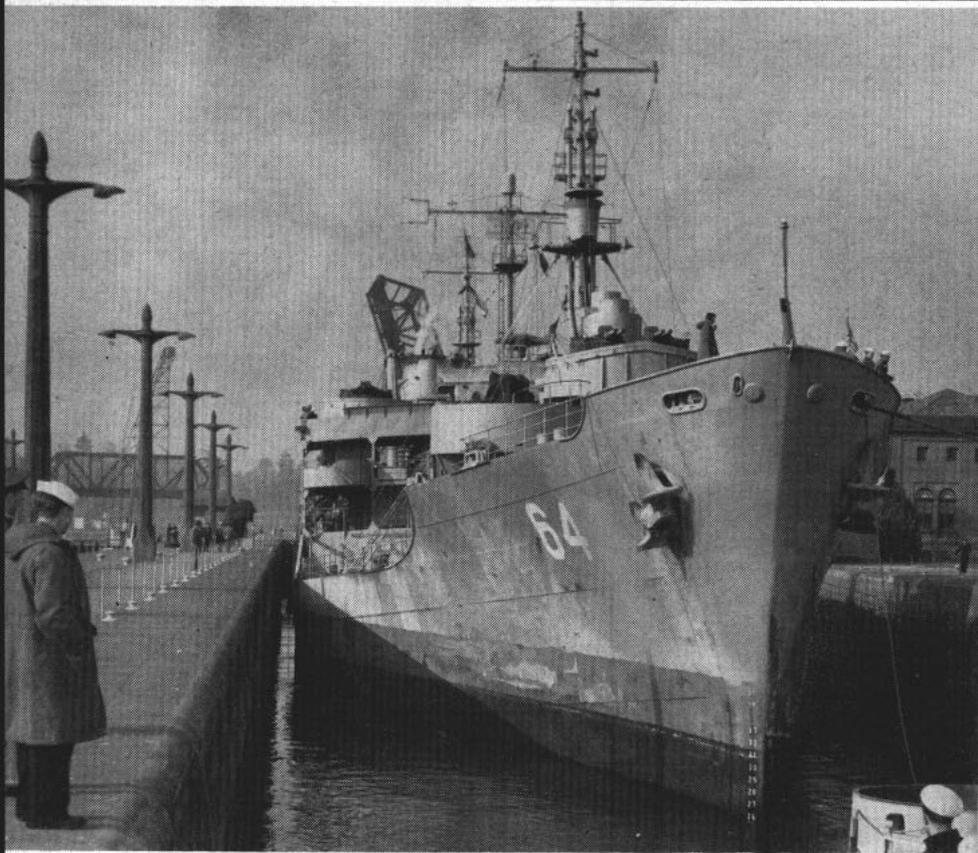
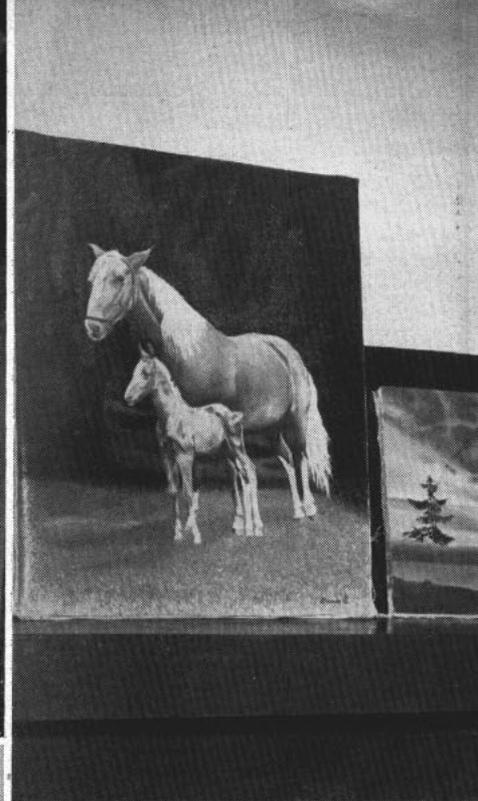
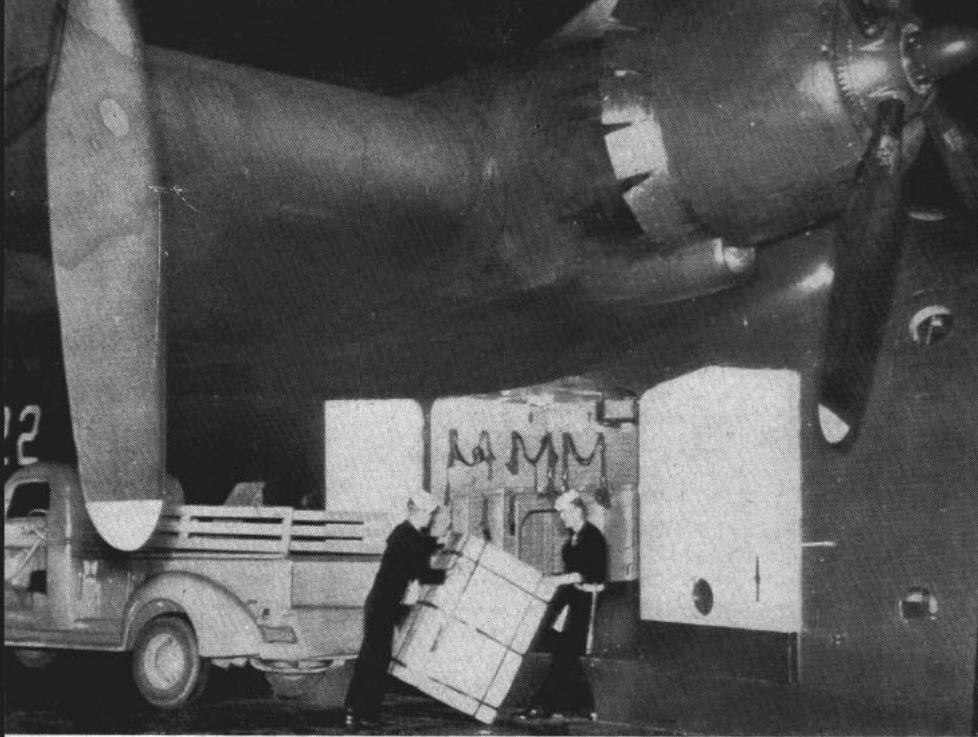
(3) There is no record of stars on area ribbons for these units, nor is there a record of either an NUC or PUC. Individual awards only were made in recognition of Operation Crossroads.

(4) You are entitled to three stars on the European-African Area medal and one star on the Asiatic-Pacific area medal. Also, you are entitled to the American Defense Service medal with one star in lieu of Fleet clasp or Bronze A (optional).

(5) USS *Aaron Ward* (DM 34, ex-DD 773) was awarded the PUC for heroic service on 3 May 1945. To date, *Aaron Ward* (DD 483) has not been honored with a unit award.—Ed.



USS *Aaron Ward* (DD 483)—Sunk by 98 Japanese planes off Guadalcanal 7 Apr 1943.



TODAY'S NAVY

Here's the Latest Information on Bonuses As Approved by the Voters in Six States

Additional information on state bonuses voted in November's elections has become available. Here is a summary of the legislation approved by the six states which voted favorably on bonuses for veterans at that time:

Indiana—Voters approved a referendum favoring a bonus payment which must still be approved by the state legislature. It is expected that the present legislature will pass the required bonus provisions.

Iowa—A bond issue of \$85,000,000 will provide bonuses up to \$500.

Louisiana—A bond issue estimated at \$60,000,000 will provide bonuses ranging from \$50 to \$250.

Minnesota—The state legislature is authorized to provide a bonus and raise the money to finance it.

South Dakota—A constitutional amendment authorizes an indebtedness of \$30,000,000 to provide a bonus

up to \$650 for overseas service and \$500 for continental U. S. duty.

Washington—A bond issue of \$100,000,000 was approved, to pay bonuses based on \$10 per month for state-side service and \$15 per month for foreign service.

Missouri, Nebraska, Oregon and Wisconsin rejected the bonus in the elections of November 1948. In Pennsylvania, bonus legislation is still in the hands of state law-makers and has not been presented to the voters.

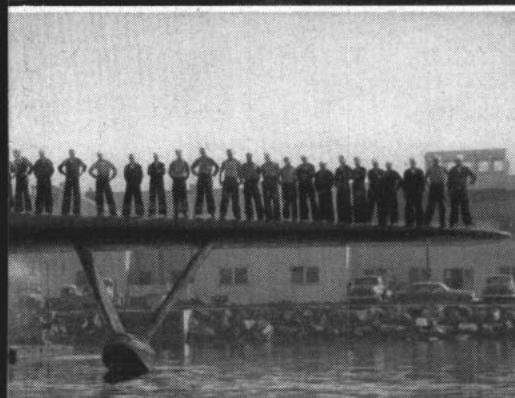
Nine states which had passed bonus legislation previously are Connecticut, Illinois, Massachusetts, Michigan, New Hampshire, New York, Ohio, Rhode Island and Vermont. Alaska and Hawaii also had passed laws providing bonuses for veterans.

In most cases, the states which passed bonus legislation in November 1948 will not have the procedure and "machinery" set up for making actual payment for some time. State agencies will publicize the information widely when they are prepared to make payment, and ALL HANDS will give additional information when it becomes available, with addresses. Veterans are asked not to forward applications or inquiries to state agencies or ALL HANDS until that time.

Flag Rank Orders

Flag rank orders for last month: Vice Admiral Felix B. Stump, USN, Chief, Naval Air Technical Training Center, Memphis, Tenn., was ordered as ComAirLant.

Rear Admiral Walden L. Ainsworth,



← Today's Navy in Pictures

TALENTED S. Enrico Caruso, SA, despite his famous name, is a capable painter, not a singer (top right). Top left: The Navy's massive *Marshall Mars* is loaded with hay which it flew to starving elephants on board *SS Swarthmore Victory* far out at sea. Left center: All hands took a deep breath and *USS Tolovana* (AO 64) squeezed through the Lake Washington Government Locks with scant inches to spare. Center right: Mothers and dads check children with lovely Donna Moline during a dance given by the Seattle, Washington Reserve Brigade. Below: 125 sailor-passengers line wings of *Philippine Mars*.

YESTERDAY'S NAVY



Marines raise flag on Mt. Surabachi on Iwo Jima 23 Feb 1945.
USS *Maine* blown up by mine in Havana Harbor 15 Feb. 1898.
French gave first European salute to "Stars and Stripes" on the cruiser *Ranger* 14 Feb 1778.

FEBRUARY 1949

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

TODAY'S NAVY

USN, retired 1 December.

Rear Admiral Joseph J. Clark, USN, Navy Department, reported as ComCarDiv 4.

Rear Admiral Ralph E. Jennings, USN, ComCarDiv 4, was ordered as ComFair Alameda.

Rear Admiral Harold M. Martin, USN, ComCarDiv 5, was ordered as Chief, Naval Air Technical Training Center, Memphis, Tenn.

Rear Admiral Dixwell Ketcham, USN, ComFair Alameda, was ordered as ComCarDiv 5.

24-Inch Supersonic Test Gun

A 24-inch test gun that will shoot 2,000-pound bombs and guided missile warheads at supersonic speeds against armor plate has been placed in operation at the Naval Proving Ground, Dahlgren, Va.

Use of the gun to fire bombs eliminates the necessity of having planes drop them in the testing area. The effect of the impacts on the missiles and their components is measured and analyzed, permitting the armed forces

to expand their research and development work in the field of ordnance testing.

The gun is basically the sawed-off and altered barrel of a standard 16-inch gun which was damaged while in the number one turret of *uss South Dakota* during the Battle of Santa Cruz, 26 Oct 1942. After the war BuOrd salvaged the gun for its present use. It was modified by the Army's Watervliet Arsenal, and is available for test firing by all the departments of the military establishment.

Little-Known LSMRs Pack Punch Equal to Five Destroyers

"The most striking aspect of duty on board an LSMR is the number of Navy men you meet who have never heard of, much less seen, one of these vessels," writes the commanding officer of LSMR 512. "While ALL HANDS is conducting an interesting and important series on the navies of foreign powers, I personally would like to see the LSMR removed from the 'realm of the unknown' within the Navy," he adds.

If naval personnel are unaware of the LSMRs, they are overlooking a powerful little David anchored in among the Goliaths. Armed to the teeth, the little ship can cut loose a barrage of gunfire equal to that of five destroyers.

An LSMR (landing ship, medium, rocket) is not actually a landing ship, because it doesn't land on the beach. The function of the vessel is to lay off shore and support landings with a heavy barrage of fire. It is equipped with a bristling armament of guns and rockets to perform this task.

The LSMR was developed late during World War II as a result of the Navy's search for a shallow-draft vessel capable of moving close in-

shore and providing heavy gunfire support and for shore bombardment with 10,000-yard barrage rockets. They found the plentiful LSMs (the Navy had 558 of them at the time) could most easily be converted for this purpose. During 1944 the Navy converted 12 LSMs into LSMRs by covering the well deck, sealing the bow doors, increasing the number of guns and adding rocket launchers. First of the vessels to be converted was the LSMR 188 on 11 Nov 1944. During 1945, 48 more of the LSMs were transformed into rocket fire-support ships.

These LSMRs carried 10 rocket launchers, continuously fed and automatically fired, and aimed by remote control, each capable of firing 30 spin-stabilized rockets per minute, or 300 rockets per minute per ship. In addition, wartime firepower of the vessels consisted of one 5-inch 38 caliber dual-purpose gun, two twin 40mm AA guns, four twin 20mm AA guns, and four 4.2 inch chemical mortars. They are equipped with directors for the 5-inch and AA guns and the launchers. They also have fire control radar for the 5-inch guns.

The Bureau of Ordnance has under development a new automatic rocket launcher that will greatly increase the LSMR's effectiveness.

Only 203½ feet in length with a 34-foot, 6-inch beam, the 1,175-ton (when fully loaded) vessel has good endurance. Equipped with two 1,800-horsepower diesel engines, it can cruise 4,500 miles at 12 knots. Maximum speed in 13.2 knots. Because all space is needed for ammunition stowage, the LSMR carries no troops or cargo. The ship draws only 3 feet 4 inches forward and 7 feet 5 inches aft of water in light condition.

Two LSMRs were sunk during World War II, both during the Okinawa campaign. LSMR 195 was sunk on 3 May 1945 by air attack and the next day LSMR 194 went down under the impact of a suicide plane.

Complement of the LSMR is 7 officers and 133 enlisted personnel. Of the 60 LSMRs converted, the Navy still has 48. Eight of these are on active duty, four assigned to the Pacific and four assigned to the Atlantic Fleet. Forty of the vessels are in the Reserve Fleet.



BRISTLING armament of guns and rockets, LSMRs are admirably equipped for support of amphibious landings.

Torpedo Attack Trainer

The Navy has a new device for teaching pilots to launch aerial torpedoes.

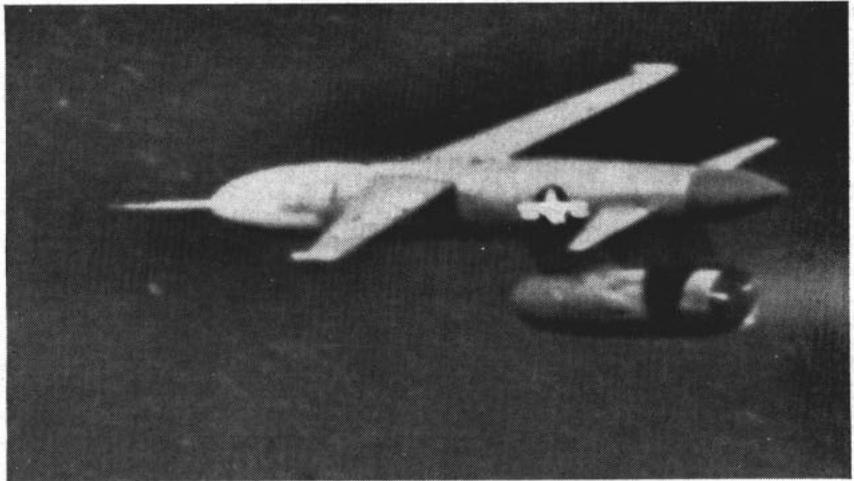
Known as the Crail Aerial Torpedo Attack Trainer, the device consists of an ordinary pilot trainer which has controls similar to a torpedo bomber. The trainer is situated in a circular pit with high walls.

On the walls of the pit are projected moving images of the sea and weather conditions such as fog, clouds and moving targets which can be varied from a battleship to a tugboat by the instructor.

Sitting in the cockpit, the student pilot sees his target close in as the torpedo plane which he is theoretically piloting approaches at attack speed. He must estimate his distance from the target, plan his approach and perform all other functions he would have to if he were actually attacking the target.

He drops his "fish" and watches its wake as it speeds towards the target. He then must make a recovery from the run and employ evasive tactics against theoretical anti-aircraft fire. Over the phones comes word from his instructor whether he scored a hit or an explanation that he aimed too far ahead or behind the target, or made some other miscalculation.

In an observation control room overlooking the pit an instructor sets up the problems for the student. Dials tell the instructor exactly what the student is doing and how things are going to turn out and why. He



NEEDLE-NOSED *Gorgon IV*, a ram-jet powered pilotless missile being tested by the Navy, has set a time-range record for aircraft of this type.

relays this information over the phones to the student.

The illusion of flying over the ocean and moving in to attack the target is realistic to the student because the films projected on the walls of the pit were photographed from planes executing the same maneuvers.

The delicate electronic equipment used to control and synchronize the operations of the trainer is housed in air-conditioned quarters so that heat will not throw its delicate mechanism off balance. The Crail Aerial Torpedo Attack Trainer was developed at the office of Naval Research, Special Devices Center, Sands Point, Port Washington, N. Y.

Liberated Supersonic Tunnels

Wind tunnels captured from the Germans and modernized have developed an air speed of almost 4,000 miles per hour—more than five times the speed of sound—at the Naval Ordnance Laboratory, White Oak, Md.

The new high air speed was attained in two 16-inch-square tunnels captured at Kochel, Bavaria, by American forces at the end of World War II.

A certain procedure used in the tests—that of feeding the air into an area of almost complete vacuum—has the effect of lowering the temperature to a very low point. The record was obtained at a temperature of 377 degrees below zero, Fahrenheit. The wind was equivalent to 3960 miles per hour at sea level at normal temperature and pressure.

The Germans conducted preliminary research on the V-2 rocket in the same tunnels, but their highest attained air speed was approximately 18 percent lower than the present record. The tunnels were dismantled and shipped to the U. S. in October 1945. They were modernized and re-erected at the Naval Ordnance Laboratory and placed in operation in July 1948.

"This is one of the first important steps in the Navy's development of weapons for use at supersonic speed," an NOL official said. "Most nations, including our own, are doing extensive work in developing aircraft to fly at or above the speed of sound. Projectiles fired from these aircraft, in pursuit or at them in anti-aircraft defense, obviously must travel at several times the speed of sound if they are to be effective."



TORPEDO ATTACK trainer developed by the Navy uses actual combat films to train student pilots under realistically simulated battle conditions.

Leathernecks Teach Perfection to Pre-Flight School Cadets



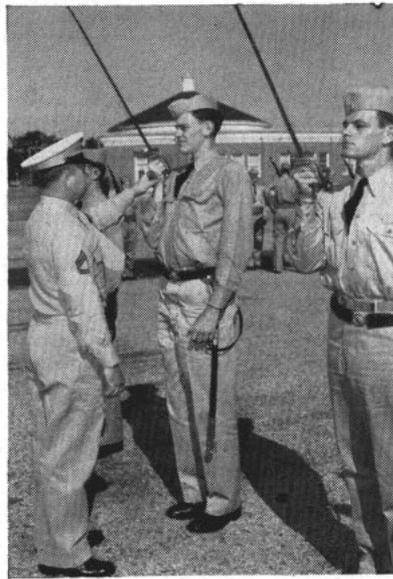
RIFLE of a future flier is inspected by N. A. Parangins, SGT, USMC, during regular class in field drill.

At the Pensacola pre-flight school you don't tell it to the Marines. They tell you.

Thirty-six years of experience backs the word of the four Marine Corps sergeants whose job it is to teach perfection in all the field drill procedure an aviation recruit needs to know. By the end of the 17-week course, they usually know it well.

The NCOs send the midshipmen through drill field capers every day during the pre-flight course.

Their years in service adds up as follows: Staff Sergeant John W. Johnson, USMC, nine years in various instructing capacities; Technical Sergeant Frank Despeigal, USMC, 11 years including the Iwo Jima invasion; Staff Sergeant A. K. Woodard, USMC, eight years with a Purple Heart from the Okinawa campaign; and Sergeant Nicholas Parazino, USMC, eight years in all phases of Marine activity.



SWORD drill is taught aviation recruits by F. Despeigal, TSGT, USMC, during stiff course at Pensacola.

Navy Doctor-Hero Dies

Rear Admiral Robert Gaylord Davis, MC, USN (Ret), is dead. Known as the doctor of Bilibid prison during the early grim days of Manila's occupation by the Japanese, Admiral Davis toiled relentlessly in his ministrations to the wounded.

Then a captain, Dr. Davis underwent all the suffering and privations

of his fellow prisoners at Bilibid, Formosa, Korea and at a prison camp in Mukden, Manchuria. He was forced to work as a field laborer during his captivity. He was liberated on 30 Aug 1945. During distribution of prisoners to various camps from the hospital he commanded in Manila, only one of hundreds of seriously wounded patients died—a record of which Admiral Davis was proud.

Navy Scientists First Again

For the first time in history, Navy scientists have measured the infrared rays of the sun at an altitude of 35,000 feet.

Flying in a specially converted B-29, the scientists gathered valuable information that will aid in meteorological forecasting. With these new data astronomers who have been studying light in atmosphere will have a new basis for far more accurate evaluation of light absorption and intensity.

Infrared rays from the sun play an important role in giving the sensation of heat. Without heat absorption in the atmosphere, life on earth might not be possible.

Measurements were made at 35,000 feet, and at 5,000-foot intervals down to 10,000 feet. The plane was equipped with a heliostat, or sun follower, intricately devised for catching the sun's rays at any angle and transmitting them by a series of carefully placed mirrors to the monochromator, which measured the rays and recorded the information on an electronic recorder. The instruments were so complex and delicate that a year was spent in adapting and installing them in the plane.

Information gathered by the Navy scientists confirmed the existence of a mysterious absorption band in the



RESUPPLYING weather stations in the far north, joint Canadian-American expedition uses a Navy helicopter to evacuate men from Dumb Bell Bay.

infrared spectra, or layer in the atmosphere extending as close as 35,000 feet to the surface of the earth.

The experimental flight was made from NAS Anacostia, D.C., to Great Barrington, Mass., in an Air Force B-29 loaned to the Navy. This was the first of such experiments and it established the feasibility of other such scientific programs. The project was a joint undertaking of the Naval Ordnance Test Station, Inyokern, Calif., and the Johns Hopkins University physics department, under the sponsorship of the Office of Naval Research.

African Expedition

A Navy medical science group is back in the United States following intensive research studies of tropical diseases in Africa.

Return of the mission brings to an end eight months research of tropical diseases found in the 15 African countries visited. During that time, the Navy medical team traveled 21,000 miles by jeep and truck.

The group was part of the University of California African expedition. Its purpose was to study tropical diseases, collect rare specimens and establish a medical information exchange program.

Information acquired on the expedition also will be made available to scientific and research institutions. One of the specimens captured by the expedition which achieved nation-wide attention was a group of 104 shrews, a malaria carrier (See ALL HANDS, July 1948, p. 43).

The Navy group returned on board the light carrier *uss Huntington* (CL 107) which had been on a good-will trip of major African and South American ports. *Huntington* was accompanied by the destroyer *uss Douglas H. Fox* (DD 779).

Two Medical Officers Honored

For a scientific paper they wrote, two Navy medical officers were honored by the Association of Military Surgeons of the United States at its annual convention.

The officers are Lieutenant Commander Eugene P. Cronkite and Lieutenant (junior grade) William H. Chapman. Both are on the staff of the Naval Research Institute at Bethesda, Md. Dr. Cronkite is head of the institute's hematology facility and Lt. Chapman is a member of his staff.

Chief Buried at Sea By Former Shipmates

Quiet dignity marked the burial at sea of a former crew member of *uss General H. W. Butner* (AP 113).

Last respects were paid to Earl Lee McKeel, BMC, USN, by his former shipmates as *Butner* lay to in a calm Pacific sea—in the track between Guam and Pearl Harbor over which he had sailed many times before. It was his widow's request that her husband be buried at sea from the ship to which he last was attached before assignment to Naval Supply Center, Guam.

Chief McKeel was one of five men who succumbed from injuries sustained in a gasoline fire on Guam.

The military and religious ritual, impressive in its simplicity, was a fitting tribute to the CPO who earlier in the year was commended at captain's meritorious mast. At that time he was cited for his assistance in rescuing a *Butner* passenger who had fallen overboard.

The crew, honored by their assignment, had rehearsed the burial procedure on the outward voyage to Guam until every man on board was letter perfect in his role.

After the ship came to a stop for the services, colors were half masted in the brilliant morning sun. Officers and crew stood at attention on a part of the maindeck for which Chief McKeel's old division had been responsible.

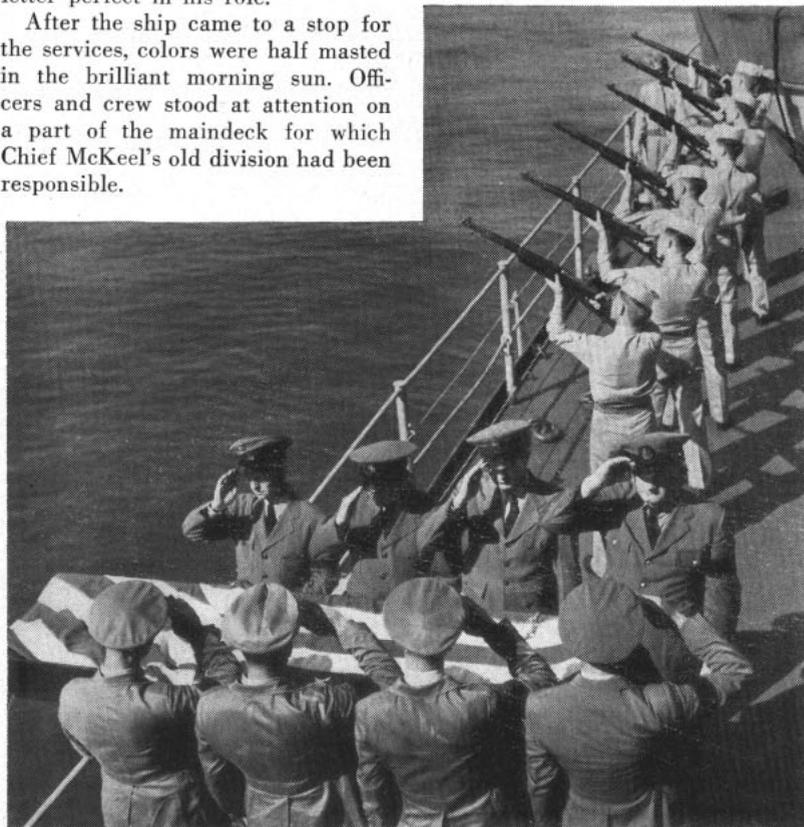
Against the ship's rail lay the flag-draped remains flanked by eight CPOs with whom Chief McKeel had served. His old division—the second—formed the honor guard, while a six-man Marine Corps firing squad stood erect near the rail.

In turn, each division in the ship marched smartly past and tendered Chief McKeel a final salute. A light tropical breeze carried a few white clouds slowly across the sky.

Silence descended on the ship, broken only by the sound of the voice of Chaplain W. E. Brooks.

When the words of committal were spoken, the bier was raised and the remains slid gently from under the colors into the sea. Three volleys were fired. A marine bugler sounded Taps.

The flag was folded and given to Capt. John M. Sweeney, USN, *Butner's* commanding officer, for later presentation to Mrs. McKeel. This act signalled the end of the ceremony. *Butner* then resumed her course toward Pearl Harbor.



FINAL TRIBUTE . . . on the calm Pacific, beneath a brilliant morning sun.



SUCTION of an FJ-1 jet turning-up at full power is being tested by a volunteer at NATC Patuxent River to determine the forward danger area.

How Close Can You Get?

Tests have been conducted to determine how close a human being can get to the air-intake opening of a jet plane without being inhaled, so to speak.

With heavy safety lines attached to his body, an officer of the Medical Service Corps approached the nose of a North American FJ-1 Fury as the plane's jet engine ran at full power. The tests, which were conducted at NATC, Patuxent River, Md., showed that a person can get within two or three feet of the nose of the plane without being sucked in, if he is extremely careful. There is less danger if a person remains at one side of the nose than if he stands directly in front of it.

Air velocity, it was found, was 38 knots at slightly more than two feet from the nose. At three feet, velocity was 15 knots, and at four feet, five knots.

Test center personnel emphasized that conclusions of the test apply only to the FJ-1 Fury. Twin-jet aircraft would have a greater danger area directly in front, because of their smaller intakes.

Kitty Hawk's Return

Now on display in the most honored position among aviation relics in Smithsonian Institution, Washington, D.C., is a flimsy, 600-pound aircraft that today is officially credited with being the world's first man-carrying

flying machine. It's the *Kitty Hawk*, built by the brothers Wilbur and Orville Wright, and returned to the United States by the Navy.

The famous plane was brought back to the country of its birth after a 20-year "exile" in Kensington Museum, London, England. Brief honors were accorded the *Kitty Hawk* as the three crates in which it was shipped were lowered onto a Navy truck trailer from the aircraft carrier *uss Palau* (CVE 122) at Bayonne, N.J. *Palau* had taken on its precious cargo at Halifax, Nova Scotia, from an English liner. The Navy truck then took the plane to the government's national museum in what was termed "Operation Homecoming."

Submariner Dies

Death has claimed Rear Admiral Richard G. Voge, USN (Ret), submarine commander during World War II and recipient of Navy awards for heroism.

Admiral Voge was aboard *uss Sea Lion* (SS 195) when the submarine was bombed by the Japanese at the beginning of the war in the Philippines. He escaped. As a lieutenant commander he received the Navy Cross when he was captain of the submarine *uss Sailfish* (SS 192), which attacked and damaged an enemy cruiser in the Gulf of Davao. His submarine later sent two torpedoes into an escorted Japanese aircraft carrier. *Sailfish* was the former *uss Squalus* which had sunk in 1939 off Portsmouth, N.H., but was salvaged and recommissioned.

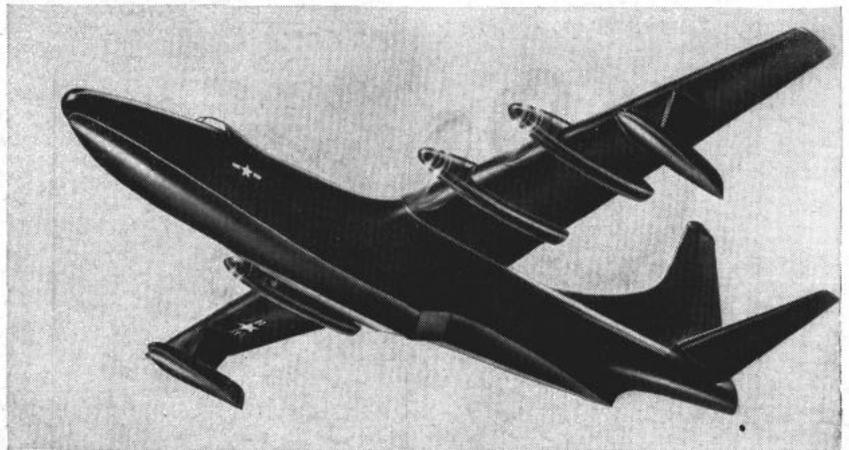
For bringing his vessel safely back to port after attacking a 26,900-ton escorted aircraft carrier, he was awarded the Bronze Star Medal. He served as an operations officer of submarine fleets in the Pacific during late stages of the war. He also held the Distinguished Service Medal.

Bikini Test Ships

Eleven of the 76 surplus vessels which were anchored in Bikini lagoon for the underwater atomic bomb test on 25 July 1946 are still afloat.

Of these 11 ships, nine have been completely decontaminated, one is still radioactive and will soon be sunk. The other is serving as a radiological defense laboratory.

Back in service after being decontaminated are the submarines *Dentuda* (SS 335) and *Parche* (SS 384) and



NEWEST Navy patrol plane now under construction, the XP5Y-1 features four propeller turbine engines and a newly developed 'slim jim' hull.

Carrier Plane Warfare Featured in New Movie

With the Navy's cooperation, a Hollywood studio is filming a motion picture of naval carrier operation and air warfare. Titled "Task Force," it will cover naval aviation activities from 1921 to the present time. The movie emphasizes the part played in the Pacific war by carrier planes.

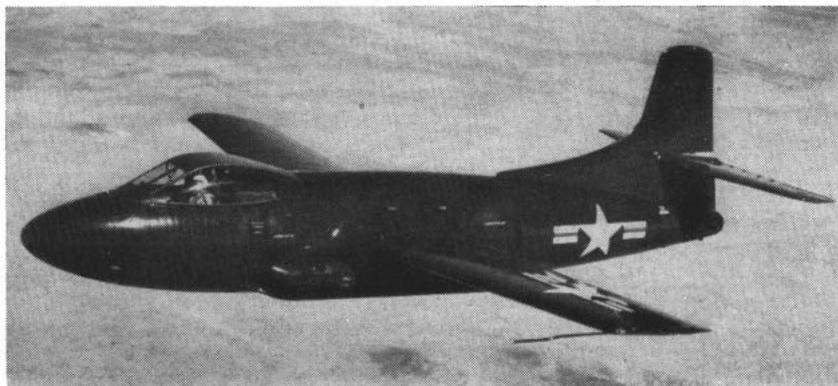
Scenes have been taken on board the aircraft carrier *uss Antietam* (CV 36) during scheduled Navy operations in the Pacific. The show's stars—Gary Cooper, Wayne Morris and Walter Brennan—and a crew of 120 technicians and directors, were on board *Antietam* about a month for carrier sequences.

Other photographic units took pictures in the Hawaiian Islands, Midway Island, the Panama Canal Zone and elsewhere.

the LCILs 549 and 615. The five other vessels completely decontaminated, *uss Bladen* (APA 63), *uss Cortland* (APA 75), *uss Fillmore* (APA 83), *uss Geneva* (APA 86) and *uss Niagara* (APA 87) are being scrapped.

The radioactive *uss Hughes* (DD 410) is scheduled to be sunk during naval maneuvers in keeping with the policy of sinking those ships the cost of decontamination of which would far exceed any scrap value. Another of the vessels involved in the test, *uss Pensacola* (CA 24) was sunk in November.

Although only nine vessels were sunk outright or capsized and later sunk at the time of the test, 56 other ships involved in the test have been either used as target ships or sunk



POWERFUL new Navy fighter, the XF3D-1 Skyknight, a twin-jet long-ranged carrier plane, promises to be one of the most versatile planes ever to fly.

because it was more economical to sink them than to salvage them.

The aircraft carrier *uss Independence* (CVL 22) which withstood intense blasts from both Bikini atom bombs, is now located at San Francisco, Calif., where it is used as a guinea pig for tests of decontamination methods and a training ground for radiological safety groups.

Newest Jet Fighter Tested

The Navy's newest jet fighter, the Douglas XF3D-1 "Skyknight," is undergoing flight tests.

The Skyknight is a fast two-place plane designed for carrier use. It can be used for a variety of carrier-based tasks with little modification and without lessening its value as an all-weather fighter. Its long range and high speed make the Skyknight valuable as an attack fighter, a long-range patrol or reconnaissance plane, or a long-range escort fighter.

The twin-jet XF3D-1 is basically of conventional design. It has unusually clean streamlining, and square wing tips. Two new features have been incorporated, adding to pilot safety. These are a non-glare instrument panel and an underside escape chute. The instrument panel and consoles are lighted from behind with red light. Numbers and letters are outlined with transparent lucite. The lighting is so arranged that each dial is lighted by more than one bulb and each bulb helps to light more than one dial. As a result, the failure of one bulb doesn't mean the loss of a gauge.

The underside escape chute permits occupants of the plane to bail out through the floor at high speed, if necessary, thereby avoiding the tail surfaces. Bailing out is possible by the normal method at lower speeds.

QUIZ AWEIGH

This is one quiz program where you don't win an elaborate prize for being correct—just self-satisfaction in realizing that you're on your toes about what's happening in the Navy today.



1. A sailor entitled to wear the specialty badge on the left is (a) butcher (b) tailor (c) lithographer.

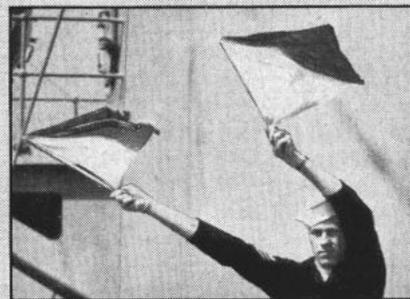
2. Anyone seen sporting a specialty badge like the one on the right would be (a) molder (b) builder (c) utilities man.



3. Every good seaman should recognize the flag on the left as belonging to (a) Secretary of Defense (b) Secretary of the Army (c) Secretary of the Navy.

4. Any sailor that has seen the flag on the right will know right off that it belongs to the (a) Commandant, U. S. Coast Guard (b) fleet admiral (c) Secretary of the Navy.

5. Whenever either one of the personages entitled to these flags are on board ship the flags are flown at the (a) mainmast (b) jackstaff (c) foremast.



6. This type signaling is called (a) semaphore (b) morse (c) wig wag.

7. The letter being made is (a) T (b) U (c) O.

ANSWERS TO QUIZ ON PAGE 53

THE BULLETIN BOARD

38,000 Applicants Compete For 2,000 Scholarships in Navy ROTC Training Program

More than 38,000 American young men in all parts of the world took tests to compete for 2,000 Navy college scholarships in the NROTC program.

Applicants were given the Navy college aptitude test in more than 550 U.S. cities, in U.S. possessions, in Tokyo and London and on board U.S. Navy ships throughout the world. The Navy will select approximately 2,000 for the scholarships at 52 colleges and universities which have NROTC units. Civilian applicants will receive 1,800 of the scholarships and enlisted men in the Navy and Marine Corps will receive the remaining 200.

Enlisted naval applicants were recommended by their COs and passed a physical examination before taking the aptitude test. The 200 successful Navy examinees will be sent to Nav-Scol, Academy and College Preparatory, Bainbridge, Md., for three months of training before being ordered to college.

Civilian applicants who passed the aptitude test and the later physical



'He says he's heard a lot about bucking seas.'

examination will be interviewed by senior naval officers at a naval officer procurement office and will then be selected by state and territorial boards. These boards, made up of naval officers and prominent civilians, will make final selections under quotas established for each state and territory.

Upon completion of their college training, NROTC students are required to accept commissions as ensign, USN, or second lieutenant, USMC, if qualified.

The number of applicants was approximately 7,000 greater in 1948 than in the preceding year.

NATC Sets Perfect Safety Mark for 2-Month Period

In more than 150,000 flight hours the Naval Air Training Command chalked up a perfect safety record for a two-month period. The impressive performance, netting a "well done" from the Chief of Naval Operations, was established between 4 Sept and 4 Nov 1948.

The non-fatality period compares with a two-year postwar interval when the average fatal accident rate was about 8.55 per 150,000 hours. It is estimated that more than 50 per cent of the 150,000 hours flown were by Naval Reserve pilots.

NATC includes basic, advanced, technical and Reserve flight training, but not Fleet units.

Personnel Due for Retirement Or Transfer to Fleet Reserve To Be Given Suitable Ceremony

Naval personnel being transferred to the Fleet Reserve or the retired list are due to receive a send-off worthy of their service.

BuPers Circ Ltr. 228-48 (NDB, 30 Nov 1948) enjoins COs to arrange a suitable ceremony on the occasion of any man's transfer to a separation activity for further transfer to the Fleet Reserve or retired list. The letter suggests that COs have all hands mustered aft, and read the individual's orders for transfer to the Fleet Reserve or retired list, mention awards, commendations and career highlights, and make suitable remarks in bidding farewell.

Current instructions require that all men being transferred to the Fleet Reserve or the retired list be transferred to a separation activity for processing and release to active duty. "Very often," the letter points out, "men in his category are transferred from their last permanent duty station without the expression of appreciation they so rightfully deserve."

"During their long naval careers these men have contributed greatly to the efficiency and morale of the Navy," the circular letter continues, "and the Navy department appreciates their faithful and honorable service. Certainly a 'well done' is in order, as evidenced by the fact that they have completed sufficient honorable service for transfer to the Fleet Reserve or retired list."

State of Missouri Gives Silver Service to BB 63

The state of Missouri is mighty proud of the only active battleship in the Navy and which bears the state's name—USS *Missouri* (BB 63). The state is so proud, in fact, that its general assembly appropriated \$10,000 for an 18-plate silver service which was presented to the ship.

Participating in ceremonies at which the silver service was presented was *Missouri's* most illustrious citizen — President Harry S Truman. The presentation was made by Missouri's governor while the battleship was at the Norfolk Navy Yard.

New Device Automatically Records a Ship's Course

Being produced for the Navy is a new device which automatically and continuously records a ship's course. The instrument does not require the personal attention of an operator and can make an eight-day record without attention while running at low speed.

It was developed by engineers of General Electric, the firm manufacturing the device for the Navy. It is the size of a table-model radio-phonograph.

It records the vessel's route on a moving roll of paper. This shows any deviations from the set course. This is accomplished through electrically connected metal points with the ship's rudder and compass.

Engineers say the device is being used by the Navy to determine the accuracy of experimental "automatic pilots."

Complete Revision of Navy Regs Now in Process of Distribution, Effective on 20 January 1949

U.S. Navy Regulations, 1948, a complete revision of U.S. Navy Regulations, 1920, has been completed and is in the process of distribution.

For planning purposes, the new Regulations become effective on 20 Jan 1949. Old copies should be retained for reference until 30 June 1949, then disposed of. Neither the old Regulations nor their binders should be sent to the Navy Department.

The job of revising Navy Regs was in progress two years. It was performed by a board of officers chosen from representative branches of the naval service. The regulations have been reviewed thoroughly by Navy Department authorities and a final review has been made by the General Board of the Navy.

The policy in writing the revised regulations has been to include only the principles considered to be basic and necessary to the naval establishment's proper functioning as a whole. The numerous detailed instructions pertaining to matters coming under the authority of various bureaus and offices of the Navy have been left to the manuals of such bureaus and offices.

The new volume consists of 70 Articles for the Government of the Navy, and 21 chapters, printed on approximately 200 pages.

By virtue of the revision, the new regulations are believed to:

- State basic principles and orders for the guidance and government of all persons in the naval establishment.
- State, briefly and clearly, the basic responsibilities and duties of officers, officials and permanent organizations.
- Conform to recent laws, such as the Unification Act and the act defining the duties of the Chief of Naval Operations, the Naval Inspector General, the Office of Naval Research and the Office of Naval Material.
- Reflect wartime experience and current directives issued or approved by the Secretary of the Navy.
- Regroup and rearrange material in a more logical and orderly sequence.
- Eliminate duplications and archaic material and administrative material which is legally the respon-

Navy to Pay Tuition for Off-Duty Studies

Naval personnel now may take general education courses at accredited universities, colleges and junior colleges during off-duty hours with the Navy footing the tuition bill.

The new program is aimed at permitting Navy men and women to add to their professional capabilities in the service. It opens the door to new opportunities in education at a higher level than has been available before.

Special funds are available for payment of tuition for courses taken voluntarily by naval personnel. A maximum amount of \$25 each semester or quarter per course will be paid by the Navy. Eligible candidates can enroll in but two courses during a semester or quarter.

Here's the way the new program works:

To be eligible enlisted Regular or Reserve personnel must have at least one year of obligated service remaining upon enrollment. Reservists must be under orders to active duty for at least one year. In any case personnel may enroll for study only when they can finish the course selected during their normal duty tour.

Enrollment in courses can be made only in those universities, colleges or junior colleges which are accredited by the American Council on Education. Commanding officers must ap-

prove all courses taken by personnel.

Directors of training in all naval districts administer expenditure of funds for district commandants. The \$25 maximum for each course to be paid by the Navy is to defray cost of tuition only. All other costs are paid by the individual. Included among these are costs such as any tuition charge exceeding \$25, registration, matriculation, laboratory and graduation fees, service charges for deferred payments, cost of materials including books and supplies, and fees for examinations to qualify for advanced courses.

Provided funds are available, district commandants ordinarily will provide funds for courses if subjects have been approved by educational services and commanding officers. Off-duty students who fail their courses or voluntarily withdraw and consequently do not complete two consecutive courses will be ineligible for additional funds without BuPers approval.

If you're interested in studying on your own time under the new set-up, here's the way to go about it:

- Confer with your educational officer who will tell you the procedure necessary to get your CO's approval.
- Apply directly for admission at the educational institution you've chosen.

sibility of the individual bureaus and offices of the Navy Department.

Beginning with the 1870 edition of the regulations, Navy Regs has been revised and reissued eight times prior to the 1948 revision. The period from 1920 to 1948 was the longest in which no complete revision was made. Much of the material added during that 28-year period was of an administrative nature.

During the recent period of naval expansion the manuals issued by Navy Department bureaus and offices and approved by SecNav have developed logically, and now contain administrative regulations and instructions which duplicate in many instances those of the 1920 Navy Regulations. The new issue avoids such ambiguity and incorporates revisions based on experience gained in World War II.

No personal copies will be distributed.

2-Week Courses in 76 Schools Offered Naval Reservists

Two-week courses in 76 schools will provide Naval Reservists with greatly increased opportunities for annual training with pay during 1949.

Classes in the 76 schools will convene on the first and third Mondays of each month, beginning 17 January. More than 50 types of instruction, covering many ratings, are offered. Inquiries about, and requests for, such training should be addressed to the commandant of applicant's naval district. Requests for training should be sent to the commandant at least one month prior to the convening date of the class.

This year-round shore training supplements the Naval Reserve's sea cruise program. Reservists also may request training duty at naval activities, including shipyards, bureaus and headquarters of naval districts.

AMs Now Eligible to Become Combat Aircrewmembers; Flight Orders Policy Is Clarified

Men qualified or striking for the rating of aviation structural mechanic now are eligible to become Navy combat aircrewmembers. Addition of the AM rating to the eligible list is contained in a Bureau of Naval Personnel directive which also clarifies the policy of temporary flight orders for those in the CA classification.

Previously combat aircrew duties had been confined to the following rates: AD, AT, AO, AG, AL, or AF. (See ALL HANDS, June 1948, p. 50.) The new directive, BuPers Circ. Ltr. 210-48 (NDB, 15 Nov 1948), also redesignates the nomenclature of "aircraft gunner" from its previous name of "aircraft machine gunner." Qualified CA personnel now are required to wear the aircraft gunner distinguishing mark instead of merely being authorized to wear it.

The policy of authorizing flight orders to CA personnel is changed when such crewmen are assigned to activities where they are not required to participate in frequent or regular aerial flights. If a command's mission does not require CAs to fly, they are not to be given temporary flight orders at the expense of other aviation rates, the letter states.

The clarification of this ruling is in keeping with the policy of allowing aviation rates to fly when they are required to participate in flights necessary to carry out the mission of the command.

3 Courses at War College Open to Senior Officers

Three courses will be given at the Naval War College, Newport, R.I., starting 12 Aug. 1949.

The courses are open to senior officers. Eligibility requirements are listed in BuPers Circ. Ltr. 207-48 (NDB, 15 Nov 1948). Applications for attendance at the college may be submitted via official channels to the Chief of Naval Personnel (Attn: Pers 311E2) before 1 Feb 1949.

Two of the courses, junior and senior, cover introduction to military problems applicable to modern warfare. A logistic course covers the study of such operations within the Navy and for joint operations.



Boat, Parris Island

'I just heard the sergeant talking about a promotion for me. What rank is court-martial?'

Navy Enlisted Men Eligible To Compete for Appointment As Cadets in Coast Guard

Regular or Reserve enlisted men are eligible to compete for appointment as cadets leading to commissioned rank in the U. S. Coast Guard.

Nation-wide competitive examinations for appointment to cadetship are scheduled for 23-24 Feb 1949. Basic requirements each prospective candidate must meet are as follows:

- Be not less than 17 nor more than 22 years of age on 1 July 1949.
- Be a high school graduate.
- Be unmarried.
- Have high school or college credits in the following subjects: algebra, 2; English, 3; plane geometry, 1; physics, 1; and 8 optional credits.
- Be at least 5 feet 6 inches in height with 20/20 vision uncorrected in each eye and otherwise in excellent physical condition.

Successful candidates—who qualify and are accepted for appointment—will be discharged from the Navy if they make written requests to the Chief of Naval Personnel. Complete information may be obtained by writing direct to the Commandant, U. S. Coast Guard, Washington 25, D. C., according to BuPers Circ. Ltr. 209-48 (NDB, 15 Nov 1948).

Examinations will be given in the continental U. S. and in Ketchikan, Alaska; Honolulu, T. H., and San Juan, Puerto Rico. As a result, only those enlisted men whose units or stations are in these areas during the examination periods will be eligible to compete.

Information on Administration Of Army Personnel Assigned For Duty at Naval Activities

Standardized methods of procuring Army personnel for duty in naval activities, the accounting for such personnel and relative information to assist in their administration are given in BuPers Circ. Ltr. 222-48 (NDB, 30 Nov 1948).

While the letter covers administrative matters in detail, only points of outstanding interest are outlined here:

- Each member of the Army assigned to a permanent tour of duty with the Navy will be attached to some Army unit for administration. The Army unit will be one located near the naval activity, when possible.

- The method for paying such Army personnel, rendering allotments and conducting similar financial matters will be determined by agreement between the CO of the naval activity and the administering agency.

- The normal tour of duty for Army personnel on duty with the Navy is 18 months minimum and three years maximum.

- Leave will be controlled and orders written by the CO of the naval activity. All requests for leave will be forwarded to the administering agency for a check of leave records before leave is granted.

- Where disciplinary action is considered necessary, COs of naval activities should notify the Chief of Naval Personnel. BuPers will issue orders to Army personnel concerned, returning them to an Army activity for the necessary disciplinary action.

- For discharges, the administering agency will notify the CO of the naval activity concerned three months in advance of expiration of enlistment of Army enlisted personnel assigned. The CO of the naval activity will notify BuPers and include information concerning desires of the man as to reenlistment for other duty, separation from the service, or reenlistment for the same duty.

Other matters covered by the circular letter are procurement, assignment to duty, detachment from duty, personnel records, TAD orders, strength accountability and reports required by BuPers, changes in personal status, clothing and equipment replacement, correspondence, blank forms, efficiency reports, and dissemination of information.

Naval Historical Foundation To Exhibit Famed Collection; Membership Is Open to All

Membership in the Naval Historical Foundation is open to all persons interested in the history of American sea power.

Principal activity of the Naval Historical Foundation since its organization in 1922 has been collecting paintings, prints, documents, and ship models toward opening a museum of naval and maritime history. Such a museum, to be known as the Truxtun-Decatur Naval Museum, will be established in Washington, D.C.

The Foundation has taken a 50-year lease on the carriage house of the historic Decatur House on Lafayette Square, in Washington. The carriage house will be remodeled and the museum will be designed along the latest functional lines for effective exhibition of the historical objects. Exhibitions, each of which will be devoted to a particular phase of naval history, will be changed periodically.

President of the Naval Historical Foundation is Fleet Admiral Ernest J.

Air Navigation Systems To Be Studied by Board

An Air Navigation Development Board that will direct research and development of a national system of air navigation and air-traffic control aids has been appointed by the Secretary of Defense and the Secretary of Commerce.

One function of the new board will be to integrate the common navigation system with the national air defense system to the greatest extent possible. The board will consist of a civilian chairman and one full-time member each from the Army, Navy, Air Force and CAA.

King, USN. Inquiries concerning the Foundation and its work should be addressed to Captain A. D. Turnbull, USNR, Secretary, Room 1224, Navy Department, Washington 25, D.C.

The museum will be under direction of LCDR Edward Morris Davis III, USNR, Curator of the Navy Department, previously director of the Norfolk Museum of Arts and Sciences.

New Indoctrination Course Set Up for Wave Officers Will Convene on 3 Jan 1949

The "whys and wherefors" of the Navy are being studied by Regular Navy women officers in the first indoctrination course established for them at the Naval General Line School, Newport, R.I.

Approximately 30 Wave officers will attend the opening session which starts 3 January. Convening semi-annually, the five-months' course will acquaint women officers with all phases of Navy leadership.

The courses are almost identical to those given male officers, with certain adaptations for Waves. Among subjects to be taught are naval history, military law, foundations of national power, logistics, communications, leadership and administration, intelligence, aviation, physical education and military drill.

Trainees will be selected from among qualified civilians and Reserve and Regular Navy enlisted women applicants who will be appointed to the rank of ensign.

ALL HANDS Supplies Clinchers for 'Hashmark' Arguments

Many a cup of good Joe has grown cold while conversation has grown hot, over the discussion of "hashmarks." To dispel some of the scuttlebutt and to clarify some of the facts bantered around in these discussions, ALL HANDS has done research on the matter.

Contrary to popular belief, naval personnel who have completed minority cruises are permitted to wear service stripes. They are the only persons entitled to wear hashmarks for a period less than four years. Minority cruises are always more than three years and usually less than four years. It is therefore possible for a person who has had a minority cruise to wear five hashmarks upon transfer to the Fleet Reserve on 19 and a half years, although five hashmarks normally indicate at least 20 full years of service.

Uniform regulations do not mention this but it has been an accepted practice for some time. It is believed the practice was originally permitted because a minority cruise,

regardless of length, was considered as four years for all purposes except pay.

Personnel in the Navy can wear as many service stripes as necessary, although it is improbable that more than eight would be worn as most persons will have retired before then.

The wearing of service stripes was first authorized 24 Sept 1894. At that time the stripes represented three years of continuous service.

In 1901 this order was changed to read "each complete reenlistment of four years under continuous service."

A year later gold service stripes for permanent petty officers holding three consecutive good conduct badges were authorized.

Gold service stripes indicative of exemplary service are required to be worn by personnel who rate them. Persons authorized to wear gold service stripes must also wear gold rating badges. Good conduct must be maintained for enlisted personnel to continue the wearing of gold hashmarks and rating badges.

Off and on during the years, the length of the stripe has changed. At present it is seven inches long.

Time spent in the Army, Marine Corps, Coast Guard or active service in the Naval Reserve can be counted towards wearing of service stripes. The term "active service" is employed to distinguish from "retired service."

Uniform regulations state that service stripes shall be worn on the left sleeve of coats and jumpers. They should be stitched on the sleeve, diagonally across the outside of the forearm at an angle of 45 degrees, with thread the color of the uniform. On coats, the lower end of the first stripe should not be less than two inches from the cuff. On jumpers, the lower end of the first stripe should be four inches above the upper edge of the cuff.

There are three types of service stripes now used—scarlet for blue uniforms, blue for white, gray, khaki or green uniforms, and gold for those eligible to wear them.—F. G. HARDEN, GM1, USN.

**2 Summer Training Periods
Qualify College Students
For Reserve Commissions**

College undergraduates now are eligible for Naval Reserve commissions after completion of two special summer training periods under the Navy's new Reserve Officer Candidate program.

Unlike NROTC, the ROC plan requires no naval drills or training during the scholastic year. During summer vacations, however, the enrollees must complete two training periods, basic and advanced, each of which is six weeks in length.

Courses for the summer of 1949 will be conducted at the Naval Training Station, Newport, R.I., and the Naval Station, San Diego, Calif., with approximately 2,500 expected to participate. This number may increase to as much as 5,000 in subsequent years, and additional training facilities may be opened at other bases.

College freshmen and sophomores will take their basic training periods after the first scholastic year in which they enrolled for the program, with advanced training scheduled for the summer following their junior year. Students enrolled during the junior



NavShpYd, Philadelphia

'I did this one with no hands.'

year must take both periods of basic and advanced training during the next summer. Thus the requirements of having completed both summer training periods before graduation will be fulfilled.

Completion of the required instruction periods and graduation from college with a baccalaureate degree qualifies members of the ROC program for appointment to Naval Reserve commissioned rank at time of graduation. The plan affords the Navy another source of officer manpower for quick mobilization if necessary.

Instruction and practical work assignments will be given in naval orientation, communications and sea-

manship, ordnance and gunnery, navigation, leadership and military drill.

Educational requirements specify that the enrollee:

- Be matriculated in good standing in a college or university accredited by a national or regional accrediting association. They cannot be pursuing a course of instruction leading to a medical, dental or theological degree.
- Must be able to complete both the basic and advanced course prior to graduation.

Other general and physical requirements must also be fulfilled. For veterans to enroll in the ROC program, they must have received an honorable discharge upon last separation from some branch of the armed forces.

During the first period of summer instruction, Reserve Officer Candidates hold the title of reserve officer candidate second class and are paid at the rate of \$90 per month. During advanced training, they hold the title of reserve officer candidate first class and receive \$100 a month.

Massachusetts and New York Reserve Units Best in U. S.

Organized Naval Reserve Division 1-13 of Fall River, Mass., won the 1948 national trophy of the Naval Reserve as the best surface training unit in the United States, while Division 3-23 of Brooklyn, N.Y., was declared national champion in the Submarine Reserve.

Members of the Naval Reserve Inspection Reviewing Board were final judges of the competition among 707 surface divisions and 56 submarine divisions. They made a 20,000-mile tour of the nation to inspect units nominated as top divisions in each naval district. Excellence in personnel, administration and training were the points upon which the Inspection Reviewing Board based its decisions, primarily. Other factors were smart military appearance, attendance at drills, participation in annual training duty, progress of class and shop training, administration of units, maintenance of health and personnel records and completeness of data cards.

The winning divisions will retain the trophies for a year. They have also been awarded plaques as permanent prizes. Two Naval Reserve air trophies were awarded earlier (see ALL HANDS, October 1948, p. 55).

Navy Pounding Sinks Gallant *Pensacola*

What the Japanese navy and an atomic bomb couldn't do, an assorted force of naval ships and planes accomplished in six and a half hours—the sinking of the heavy cruiser USS *Pensacola* (CA 24).

Pensacola thus honorably joined other fighting ladies who rest at the bottom of the Pacific after being targeted for atomic bombs at Bikini. With *Pensacola's* sinking, the Navy says that it now has decontaminated or sunk every "hot" ship which had been exposed to lethal radioactive spray during atom blasts more than two years ago.

The 9,100-ton cruiser still remained tough for her 18 years. She withstood heavy poundings from 20 naval ships and 200 planes. The coup de grace came, however, after she had survived for 64 minutes one torpedo which had blown off her bow. Turning over lazily, she went

down bow first when a second torpedo failed to explode.

It was indicated that *Pensacola* could have been sunk almost immediately. However, her life was prolonged to permit "the maximum amount of practice to the maximum number of ships and men."

Participating in the target practice were 16 destroyers, three aircraft carriers and the cruiser USS *Tucson* (CL 98). They all took part in the carefully planned assault which saw the use of bombs up to 500 pounds and thousands of rounds of lighter ammunition.

Handicapped by a 37-knot wind and a heavy haze, aerial bombers and gunners had difficulty in finding the target. Not so for the destroyers and *Tucson* which moved in at a range of from seven to nine miles. Salvo after salvo hit the target or were near misses.

Radio Remote-Controlled Blast Ships Were Among Navy's 'Secret Weapons'

Another of the Navy's "secret weapons" whose widespread use was halted abruptly by the war's end, has been disclosed.

Called "Project Stinger," the Navy's program consisted of radio remote-controlled blast ships—from huge cargo vessels to small amphibious sea sleds—which were capable of demolishing underwater beach defenses or of mounting the shore to blast beach-head defenders.

Loaded to capacity with high explosives, the craft would be directed from control ships. The entire operation of the blast ship was vested in an operator from a "mother ship" who would regulate its speed, turn it, stop or start it—all by remote radio.

Only once was the weapon used. That was during the invasion of southern France in 1944 when LCVPs

Navy Speed Record Broken By National Guard Pilot

By the time this story appears in *ALL HANDS*, a new jet plane speed record may have been established, but—

A speed dash of eight months standing made by a Navy flier between San Francisco and Los Angeles, Calif., has been broken by almost four minutes. A National Guard jet pilot, Major Robert De Haven, streaked the 340 miles in his Lockheed Shooting Star (F80-C) in 36 min. and nine sec.

The speed run slashed three minutes and 54 seconds from the record of 40 minutes flat set by Commander Wallace A. Sherrill, USN, in a FJ-1 jet Fury fighter on 5 Mar 1948. The flight was begun from a standing start at Mills Field, San Francisco, at 10:24:45 a.m. and ended when the jet plane slashed past the Los Angeles airport tower at 11:00:54 a.m.

The pilot gunned his plane to average 564 miles per hour. He whipped the Shooting Star southward at 10,000 feet, burning fuel at almost 11 gallons a minute. The pilot reported that toward the end he doubted whether or not he would have fuel enough to complete the hop.

Marine Makes Perfect Mark At School of Electronics

A Marine Corps officer has maintained a perfect scholastic record at the U. S. Naval School of Electronics Engineering being conducted at the Massachusetts Institute of Technology. He is First Lieutenant Donald H. Brooks, USMC, whose record of 5.00 has been made during the three semesters of the graduate school.

The studies include radio, radar, sonar, atomic structure and nuclear physics. Lieutenant Brooks holds a bachelor of science degree in electrical engineering from the Naval Academy at Annapolis, Md.

(landing craft, vehicles, personnel) were pressed against enemy installations. Used in the project were LCVPs, AKs (cargo ships), LVTs (landing vehicle, tracked), PTs (motor torpedo boats) and DEs (destroyer escorts).

Scope of the deadly offensive weapons ranged from the small "X-craft," a sea sled called "salamander" so named because of its land-nautical characteristics, to larger ships such as AKs or DEs. The "X-craft" could carry up to 1,200 pounds of explosives, whereas the larger cargo vessels and destroyer escorts could be loaded up to 7,000 tons of explosives.

The small "salamander" had a speed of 17 miles per hour in water and 15 miles an hour on land. It could be directed from the water onto the beach and exploded by remote control among the enemy's land defenses.

Television was utilized in the larger ships, permitting the operator to view what lay ahead. The compass was constantly in sight and speed of the drone could be flashed on the television screen. The larger vessels also were equipped with depth charges.

To insure that a drone would not fall into enemy hands, a provision was made for it to automatically destroy itself. This was done through use of a radio signal at regular intervals. If the drone did not receive the proper signal within a certain length of time, a mechanism automatically detonated explosives, destroying the craft. This was especially useful in the event the "mother ship" was captured by the enemy.

High Prices, Low Interest Rate Cut G.I. Home Loans; VA Suggests New Policy

Rising prices and the maximum 4 per cent interest rate are resulting in fewer veterans seeking and obtaining loans for home construction under the G.I. Bill.

Although more than 1,300,000 World War II veterans have filled their housing needs through G.I. home loans, there still are about 13,000,000 who have not used their loan guaranty entitlement.

The Veterans Administration suggests that lending institutions-channel their mortgage funds to builders who are doing the best job of building low and medium-priced homes of good quality. The average veteran family can afford a home priced from \$5,000 to \$6,000—or well below the price asked for most of the new homes under construction.

Natives of Bikini Moved To Permanent Homeland

The people of Bikini, after two and one-half years in temporary dwelling places, have been moved by the Navy to a permanent homeland.

Removed from Bikini in the spring of 1946 during preparations for the atom bomb tests, the people lived for a time on the island of Rongerik. This island proved inadequate in resources to support the 181 persons. The people were moved temporarily to Kwajalein Atoll to await final relocation.

After a survey of possible permanent sites, two islands were recommended to the Bikinians as suitable and available—Wotho in the northern Marshalls and Kili in the southern. The Navy transported native leaders to the two islands to form their own opinions. After return to Kwajalein, these leaders informed their people of the relative merits of each. In a popular vote the island of Kili was chosen. The transfer is now complete.

Kili, administered by the U. S. under the United Nations trusteeship agreement and through the agency of the U. S. Navy, is one of the most productive islands in the Marshall chain.

Length of Normal Tours of Shore Duty at Overseas Bases Established

Lengths for normal tours of shore duty at overseas bases for all naval personnel—enlisted and officer—have been established by the Bureau of Naval Personnel.

A table setting up maximum periods of overseas duty is reproduced on this page. The directive establishing overseas duty periods, BuPers Circ. Ltr. 225-48 (NDB, 30 Nov 1948), outlines general policy BuPers and service force commanders follow in rotation of personnel.

The prescribed tours of duty are maximum lengths only and are used as guides for assignment of personnel. The Chief of Navy Personnel and service force commanders will adhere to the table of tour duty periods unless changing conditions require any deviation.

BuPers' directive states that a normal tour of duty ends when a man has actually spent the established number of months in the locality concerned. The time spent in transit to an overseas base is not considered in computing the normal tour of duty.

Enlisted personnel who want to ro-

tate from a less desirable to a more desirable locality within an area may submit individual requests to the commander-in-chief concerned, who will control such rotation. If either officers or enlisted men desire extensions over established maximum tours of duty, approval generally will be given by BuPers or the service force commander, as appropriate. Forwarding endorsements of such requests by COs or officers-in-charge must specifically state such extensions are for the good of the service and that the individual is psychologically and physically adapted to such extension.

Naval personnel attached to Fleet Marine Force units will serve maximum periods of duty the same as other naval personnel. In the case of medical and dental enlisted ratings, however, normal tours of overseas base duty will be 24 months in all Pacific ocean areas. Line officers assigned to island government activities must serve 24 months.

Except as indicated by the accompanying table, 12 months will be the normal tour of duty for enlisted men

assigned to activities within the Trust Territories. Pacific islands constituting the Trust Territories include the Marshalls, Eastern and Western Carolines and Marianas, excluding Guam which is a U. S. possession.

Establishment of maximum lengths of tours of island duty resulted from recommendations submitted by various area commanders on the basis of past experience. The new directive does not affect personnel attached to naval attaches or other foreign naval missions.

Time served at overseas bases counts as sea duty for purposes of pay, advancement in rating and normal rotation to shore duty. Eligibility for inclusion on the shore duty eligibility list (SDEL) is outlined in ALL HANDS, July 1948, p. 54.

Fleet News Center Passes 5,000,000 Stories, Photos

The Navy's Fleet Home Town News Center has passed the 5,000,000 mark in the number of stories and photographs distributed to newspapers and radio stations throughout the U. S.

The Fleet Home Town News Center, now located at the Naval Training Center, Great Lakes, Ill., was commissioned in April 1945 to provide news stories and photos concerning naval personnel, for local newspapers and radio stations. The Navy's home town news program was continued after the war to enable relatives, friends and neighbors to follow, through local news media, the activities of Navy men and women throughout the world.

Naval Reserve Training Centers Now 80 Per Cent Complete

Almost 80 per cent of the 322 Naval Reserve training centers planned for construction by 1950 already have been completed.

Two hundred and fifty-three of the centers have been erected, including a large number of modern prefabricated structures built from war surplus materials.

It is estimated that 300 of the centers will be finished by April 1949. This number will provide training facilities for most of the 763 Organized Reserve divisions now established, as well as Volunteer Reserve units.

Tours of Duty for Naval Personnel at Overseas Bases

Area	Locality	Normal Tour (Months)
Alaska	Kodiak	18
	Adak	18
	*Attu	6
	Point Barrow	12
Japan		24
Marianas	Guam	18
	Saipan	18
	*Kwajalein	12
Okinawa		18
Philippines		24
Samoa		18
China		24
Hawaiian Islands	Oahu	24
	Midway	18
Greenland		9
Argentina		18
Bermuda		24
Caribbean and Panama		24
Eastern Atlantic and Mediterranean	All localities except Bahrein	24
	**Bahrein (Officers only)	18

NOTES:

*Personnel completing a normal tour in Attu and Kwajalein will be rotated to another locality within the area in order to complete 18 months in the area.

**Enlisted personnel will be rotated between Bahrein and Cairo as directed by Commander in Chief, Naval Forces Eastern Atlantic and Mediterranean (CincNELM).

Information for Naval Personnel On Preparation, Declaration Of Federal Income Taxes

Active service pay earned last year need not be included in the final tax returns for 1948 by enlisted personnel and warrant officers. Commissioned officers are required to report only the excess of \$1,500 of all active service pay received during 1948. Final returns for 1948 must be filed not later than 15 March 1949.

The wartime exclusion from gross income of all compensation for enlisted service, and up to \$1,500 each year of pay for commissioned service, ended 31 Dec. 1948. Service personnel, including Reservists on inactive duty, are cautioned that it is their responsibility to account for their own income for tax payment purposes.

Active service pay includes base, longevity, sea, foreign service, flight, submarine, drill, training, and other special duty pay including lump-sum payments to former naval aviation cadets. Such lump-sum payments have been held to constitute income for the year in which received. Rental, subsistence and dependency allowances are tax-exempt.

Pay for accrued leave upon separation from active duty is active duty pay. Leave paid for in bonds or otherwise under section 6 of the Armed Forces Leave Act of 1946, as amended, is excluded from gross income.

Beginning 1 Jan 1949 all active service pay is subject to federal income taxes. The Navy is withholding federal income taxes insofar as base and longevity pay and extra pay for doctors is concerned. Because of the numerous administrative problems involved, the Navy will not withhold income tax from fluctuating and irregular compensation such as flight, submarine, drill and training duty pay. (For detailed information on withholding, see ALL HANDS, Nov 1948, p. 42).

Individual service personnel, including Reservists on inactive duty, must account directly to the Collector of Internal Revenue for taxes attributable to such fluctuating and irregular income as flight, submarine, drill and training duty pay.

If such irregular pay during calendar year 1949 is expected to total \$100 or more, a "declaration of estimated tax" (Treasury form 1040-ES) should be filed with the Collector of

First Enlistments in Navy Total 11,960 for October

Navy first enlistments, exclusive of one-year trainees, totaled 11,960 for October, as contrasted to 10,261 for September and 9,029 for August.

Other Navy figures for October were 1,813 one-year enlistments by 18-year-olds, and 2,082 reenlistments and extensions.

Internal Revenue by 15 March 1949. Such estimated tax, in excess of the amount estimated to be withheld, should be paid in full when the declaration is filed, or in quarter-annual installments. First installment should be paid when the declaration is filed.

Detailed information on preparation of federal income tax returns for the calendar year 1948 and declaration of estimated tax for calendar year 1949 is contained in the annual Federal Income Tax Information pamphlet, dated 1 Dec 1948. This pamphlet is published by BuSandA and has been distributed throughout the Navy. Specific information may be obtained by writing the Bureau of Supplies and Accounts, Professional Assistant's Division, OB-1, Navy Department, Washington 25, D.C.

19 Ships Will Participate In Training Cruise for Naval Reserve Personnel

A Navy task force composed of 19 ships is scheduled to leave east coast ports on 9 Jan 1949 for a Naval Reserve training cruise in southern waters.

Billets for 3,900 Naval Reserve enlisted personnel and 380 Naval Reserve officers were available for the training cruise, led by the battleship *uss Missouri* (BB 63). Other ships slated for the cruise were the aircraft carriers *uss Kearsarge* (CV 33) and *uss Leyte* (CV 32), the light cruisers *uss Fargo* (CL 106), *uss Portsmouth* (CL 102) and *uss Huntington* (CL 107); the anti-aircraft cruiser *uss Juneau* (CL 52), eight destroyers in Destroyer Squadron 10 and four light mine layers of Mine Layer Division 2.

Kearsarge, *Leyte* and ships of DesDiv 10 were scheduled to sail from Newport, R.I., *Fargo* from Boston, Mass., *Portsmouth* from New York, N.Y., *Huntington* from Philadelphia, Pa., *Missouri* and *Juneau* from Norfolk, Va., and ships of Mine Layer Division 2 from Charleston, S.C.

Destroyer Division 162 also is listed for sailing on 9 January, with 330 Reservists aboard for two weeks' training out of New Orleans. This group will not join the east coast force.

WAY BACK WHEN

Smoking Lamp

Trying to bum a light in the old days was quite a problem. For one thing matches were a scarcity and cigarette lighters were unknown. To solve the problem lamps from which a man could get a light were hung in the fo'c'sle and other convenient places on board ship.

Smoking was restricted to certain times of the day by the bosuns or deck officers

and so the phrases "smoking lamp is lit" and "smoking lamp is out" came into use.

In today's Navy the lamp has disappeared but the terms have remained, indicating that when the "smoking lamp is out" there will be no smoking on board ship. The word is usually passed by the officer of the deck when the ship is taking on ammunition, refueling or holding drills.



Here's Detailed Information on NSLI Important to All Naval Personnel

Here is detailed information about your National Service Life Insurance. It concerns every Navy regular, every Reservist and every veteran—whether he has term insurance, converted insurance, lapsed insurance or no insurance.

Most important point to remember about your insurance is this: If your premiums have been going to Veterans Administration regularly, you are insured. No matter if you have no papers whatever about your insurance except money order stubs, endorsed checks or pay office records showing that the money was sent to VA, you are covered. This holds true even if somebody at VA writes you saying that your premiums have not been paid in years.

If VA says that your policy has lapsed and you think it has not, keep on making your payments until the matter is straightened out. If you were right, you are definitely the winner. If VA was right, you still are not the loser, for the premiums you sent after the policy lapsed will be returned to you.

Enrollment for NSLI policies reached a peak of 19,419,030 at one



'I hear you boys in number two turret finally got a mascot.'

time during World War II. Despite the fact that NSLI is the best possible insurance investment, that figure now has dropped to about 6,275,000. Among the primary reasons for this decline is that personnel who formerly paid premiums by pay allotment simply allowed their policies to lapse when they were demobilized.

NSLI offers you a choice of seven different insurance plans, all with special characteristics and advantages:

Term Insurance—By far the most economical of the seven because it furnishes the greatest amount of insurance coverage for every dollar you spend, term insurance has a major drawback in that it provides no cash refunds upon lapse or surrender.

Public Law 838, 80th Congress, amends the National Service Life Insurance Act of 1940 to provide that at the expiration of the term period of any five-year level premium term NSLI policy which was issued before 1 Jan 1948 and which has not been exchanged or converted to a permanent plan of insurance, may be renewed as level premium term insurance for an additional period of five years at the premium rate for the then attained age without medical examination, with certain provisions.

VA officials say that Congress may continue to extend the effective period for term insurance. Originally designed as "5-year level premium term insurance," it now is actually a 13-year or 8-year plan, according to whether it was taken out before or after 1 Jan 1946. Term insurance policies issued to servicemen of World War I are still in effect.

Economical coverage provided by term insurance makes it the most popular of the various plans. Of the total of 6,275,000 NSLI policy holders, some 4,789,775 hold term insurance policies. Thus three fourths of all policy holders have term insurance while the remaining one fourth is divided between the other six plans.

A 20-year-old sailor or veteran who takes out a term insurance policy which will pay \$10,000 upon his death to his beneficiary must pay \$6.50 per month in premiums. Compared to the next lowest priced policy—ordinary life—his premium of \$6.50 per month is about one half an ordinary life monthly premium.

Ordinary Life—Lowest priced of the six permanent policies which build up a cash value, ordinary life insurance calls for payment of a fixed premium throughout the lifetime of the insured. (Meaning and uses of cash value are given later in this article.)

Again using as an example the 20-year-old sailor who wants a \$10,000 payment to be made to his designated beneficiary after he dies, an ordinary

Definition of Terms Used in Article

Definitions of terms used in this article are:

NSLI—National Service Life Insurance.

VA—Veterans Administration.

Premiums—The monthly, quarterly, semi-annual or annual payments that you make to VA for your insurance.

Dividends—Money that is paid to policyholders from time to time out of surpluses that have accumulated in the VA trust fund in the Treasury Department.

Proceeds—The money paid by VA at the maturity of an endowment policy or at the death of the insured in an ordinary life insurance policy.

Beneficiary—The person who is to receive the proceeds of a life insurance policy.

Insured—The person whose life is insured by the policy.

Term insurance—Life insurance issued at special rates for a certain

period or term, at the end of which time it must be converted to another form or dropped. On term policies issued before 1 Jan 1946, the term period was increased from five to eight years. On those issued after that date, the term period has been five years.

All term policies have been renewed for five additional years recently, making a total term period of 13 years for those issued before 1 Jan 1946 and 10 for those issued after that date.

Conversion of insurance—The changing of insurance from one form to another, as changing term insurance to ordinary life insurance or to an endowment policy.

Lapsed insurance—Insurance that is no longer in effect because of non-payment of premiums.

Reinstated insurance—Insurance that was lapsed but has been put back into effect.

life policy for that amount requires payment of \$12.30 monthly for the rest of his life.

About 234,000 servicemen and veterans now carry ordinary life policies.

20-Payment Life — With approximately 824,000 policy holders, 20-payment life is by far the most popular of the permanent plans which build up a cash value.

Under this plan, the insured pays a fixed premium for 20 years at the end of which time premium payments cease but the insurance continues in effect. Guaranteed values continue to accumulate and such dividends as may be declared will be paid as long as the insured lives.

The 20-year-old must pay \$19.60 every month for 20 years to keep a \$10,000, 20-payment life policy in effect. Its greatest asset lies in the fact that at the age of 40, he will no longer be required to pay premiums on this policy. Another asset is that even though he has paid a total of only \$4,704, his beneficiary will receive \$10,000 when he dies.

As a matter of fact, he can walk into a VA office and pay \$4,640 and be insured for the rest of his life. If he dies before he reaches the end of the 20-year period in which premiums are to be paid (i.e., if the 20-year-old dies before he reaches the age of 40), after having paid his 20-payment life policy in full, his beneficiary will receive the \$10,000 and all the unused premiums. Thus if he dies at the age of 30, his beneficiary will receive \$10,000 for the policy and \$2,320 in unused premiums.

For men who want to pay up their insurance, the 20-payment life policy is best because it involves a smaller total amount. VA officials try to discourage paying up insurance, feeling that the money could be applied as an investment elsewhere.

Nevertheless, VA carries on its roles a list of 315 veterans and servicemen who are paid up on various policies.

Another advantage of the 20-payment life plan is that it accumulates cash value quickly, since it calls for high premiums second only to the 20-year endowment plan. It is a fund as well as insurance, on which can be borrowed money for a house, car or other items to be paid back by small periodic payments.

30-Payment Life—Second to the 20-payment life as a permanent policy

Here Are Two Reasons Why NSLI Gives You Best Buy

There are two reasons why National Service Life Insurance gives you greatest returns for your investment:

- Policyholders' funds are not used for administering the insurance. VA workers are government employees whose pay does not come from VA trust funds.

- The government, not VA, pays all losses traceable to the extra hazards of military or naval service.

Every dollar of premiums collected is held in trust and invested at interest for eventual return as benefits to policyholders and their beneficiaries.

with 270,900 subscribers, the 30-payment life plan spreads out the number of payments over 10 more years with a resultant decrease in the amount of each monthly premium.

Insurance experts often advise that insurance money should be spread out to get the most out of every dollar without going into a plan which will require payments for the rest of the insured's life.

With this as a criterion, they point with pride to the 30-payment life plan. The best economical years of a man's life, they say, is from 25 to 55.

Obviously, they say, it's best to get most of your obligations out of the way during that time, and a 30-payment life policy, which will be paid up when a man is between 50 and 60, fits into the plan of getting the most out of your insurance dollar.

Thus the 20-year-old who takes out a \$10,000, 30-payment life policy will pay \$15.40 a month for 30 years, a total of \$5,544.

The total payment is more than \$500 greater than that needed to pay up a 20-payment life policy, but its advantage lies in lower monthly premiums and in the fact that payments are spread out over a longer period of time. Thus a man who takes out insurance at the age of 20 and dies at the age of 40 will have paid \$4,704 under a 20-payment life policy but only \$3,696 if he had a 30-payment life policy. In both cases, the beneficiary receives \$10,000.

20-Year Endowment — Despite the fact that this plan requires the highest sustained premiums of any of the seven NSLI policies, some 89,500 persons have subscribed, making it the

HOW DID IT START

Rocks and Shoals

The Navy's "Rocks and Shoals," officially known as the Articles for the Government of the Navy of the United States, were written in 1775 by the patriot John Adams who anticipated the establishment of a Continental Navy when he wrote them.

These articles were written before a Navy was actually authorized by the Continental Congress. Consequently they became the first printed document on the U. S. Navy.

Somewhere along the line, exact date

unknown, the nickname "Rocks and Shoals" was attached. It is derived from Article 8, Section 11 that says, "... who suffers any vessel of the Navy to be stranded, or run upon a rock or shoal."

Over the 173 years they have been in existence the articles have changed little basically. During World War II the Navy set up a board to review the articles and see what room there was for improvement. A revised set of Navy Regs is now being distributed.



most popular of the three endowment plans.

It requires payment of a fixed premium for 20 years, at the end of which time (unless it matures earlier by death of the insured), the full amount is payable to the insured in one sum or in monthly installments.

The premium for this type of contract is higher than the premium for ordinary life, 20-payment life or 30-payment life policies because the contract not only provides for full payment to the insured if he is alive at the end of the endowment period, but guarantees full payment to his beneficiary if he should die at any time during the 20-year period.

Thus if our 20-year-old took out a \$10,000, 20-year endowment policy, he would pay \$34.60 per month or a total of \$8,304 during the 20 years.

WHAT'S IN A NAME



The Purple Heart

The oldest known continuing award of valor is the Order of the Purple Heart. It was established as an honor 7 Aug 1782 by General George Washington who first named it as the Badge of Military Merit.

Originally the award was made of purple cloth edged with white lace or binding and sewn on the left breast of the tunic, just over the heart. Hence, the probable reason for the ultimate change of name to Purple Heart.

The Purple Heart was never abolished but just seemed to drop from use. On 22 Feb 1932, the 200th anniversary of Washington's birth, it was announced the Purple Heart would again be issued out of respect to Washington's memory and achievements.

The present Purple Heart is a bronze and enamel decoration awarded all military personnel wounded or killed as a result of enemy action.

Printed Copies of Converted NSLI Policies to Be Issued

Approximately 20,000,000 NSLI accounts are being audited in preparation to issuing life insurance policies to holders of converted NSLI policies. This task, previously ruled out by the work load at VA, is thought to be the largest job of its kind in history. Printed policies should start reaching policyholders within a few months.

At the end of that time he would receive \$10,000. If he died at any time before then, his beneficiary would have received the full \$10,000.

Principal disadvantage to this plan is that few can afford to pay \$34.60 every month, a much higher premium than other comparable NSLI policies. The plan's chief merit, especially for servicemen, lies in the fact that it is in reality a form of enforced savings providing insurance coverage. Thus a serviceman serving 20 years on active duty and paying on this policy all that time would have the face value in cash when he was separated.

Endowment at Age 60—This plan calls for payment of fixed premiums only through the endowment period, the number of full policy years which, added to the age of the insured at the date the policy became effective, totals 60.

The insured receives the full amount of the policy at age 60 unless it terminates sooner by his death, in which case the beneficiary receives the full amount.

Taken out at age 20, the policy would call for payments of monthly premiums of \$16.10 for 40 years when, having reached the age of 60, the insured would become eligible for the full amount of the policy. Beneficiaries would receive the full amount if he died before that time. Thus, to receive \$10,000 upon reaching the age of 60, the insured would have paid a total of \$7,728 in this case.

Endowment at Age 65—This plan is similar to the endowment at age 60 plan, except that the endowment period is the number of full policy years which, added to the age of the insured as of the date the policy became effective, totals 65.

A person taking out this \$10,000 policy at age 20 would pay a monthly

premium of \$14.50 for 45 years, or a total of \$7,830. There are approximately 18,770 holders of NSLI endowment at age 65 policies.

All members of the armed forces of the United States, while in the active service, are eligible to apply for NSLI under the seven different plans. However, a person ordered to active duty for a period of 30 days or less is not eligible to apply for this insurance by reason of such service.

If you apply for NSLI and pay a premium within 120 days after entering the service, you need not furnish any evidence of good health. After that, you must be in good health

Present and Former Policy Holders to Get Dividends

Dividends for some 20 million servicemen and veterans who hold or have held National Service Life Insurance will be declared, possibly within a year, from an accumulated surplus fund of 1½ to 2 billion dollars.

All personnel who hold or have held insurance administered by VA since 1942 are eligible for a part of the sizeable fund. While it might appear that each person would stand to collect between \$75 and \$100, the variation between amounts to be collected will have a wider range. The amount of individual refunds will be governed by several variable factors, such as the age of active policy holders and the length of time policies have been in effect. Some individuals hold more than one policy. Those holding a policy or policies totaling \$10,000 will naturally receive a much larger sum than a person holding one small policy, especially if the one small policy has been in effect for only a short time.

Payments to beneficiaries during World War II were far below the estimates on which the policy premiums were based, and a large surplus accumulated. This was retained during the progress of a difficult court case which was finally decided in favor of VA by the U. S. Supreme Court. The court's decision enabled VA to make a more definite estimate of the amount to be available as dividends.

and submit a satisfactory report of medical examination before insurance may be granted. Until 1 Jan 1950, however, disabilities resulting from or aggravated by active service performed between 7 Oct 1940 and 3 Sept. 1945 will not be considered grounds for refusing insurance.

NSLI is issued in any amount from \$1,000 to \$10,000 in multiples of \$500. The amount originally granted may be reduced at any time by the insured, in or out of the service, to an amount not less than \$1,000.

A lesser amount may be increased at any time to a maximum of \$10,000 by policy holders in the active service upon application, payment of premiums and compliance with health requirements.

Conversion to permanent plan:

Term insurance may be converted to one or more of the following six permanent plans: ordinary life, 30-payment life, 20-payment life, 20-year endowment, endowment at age 60 or endowment at age 65. Term insurance may be converted upon application, without medical examination. First premium of the permanent form must be paid at that time.

The following provisions apply:

- Insurance must not have lapsed because of non-payment of premiums.
- Application must be made before expiration of term period.

Premiums on the converted insurance will be payable at the rate for the age of the insured on his birthday nearest the effective date of the converted policy. This means that if a person converted his term insurance to ordinary life insurance at age 20, his premiums would be \$1.23 per month per thousand, while if he converted to ordinary life at age 25 premiums would be \$1.37 per month per thousand. In \$10,000 of insurance, the difference would be \$16.80 per year.

Nevertheless, VA does not urge young unmarried servicemen to be too hasty in converting their insurance to a permanent plan. Unless the man expects to make the service his career, they feel that he should wait until he is reasonably certain what his future income will be, as well as his expenses and obligations.

The entire amount of term insurance, or any part of it, may be converted to one or more permanent plans. Not less than \$1,000 may be

Veterans Urged to Keep Beneficiaries Up to Date

One of the more important things to remember about your NSLI policy is to keep your designation of beneficiary up to date.

If a policyholder dies without naming a beneficiary—and there are many servicemen who filled out policies without listing a choice of beneficiary—proceeds of the insurance go into his estate and are subject to inheritance taxes. Final distribution of the proceeds may not be that which the policyholder would have desired.

The same applies if no designated beneficiary is alive at the time of his death. In many cases, veterans have not changed their beneficiary after marrying.

converted, and amount must be in multiples of \$500. For example, the holder of a \$10,000 policy may convert \$5,000 of it into ordinary life, \$3,000 into 30-payment life and \$2,000 to endowment at age 60. Many other combinations are possible, including the option of dropping part of the insurance and changing the rest to one or more permanent plans.

Guaranteed values on converted policies:

Every converted policy provides for guaranteed values which are available to the insured at any time after premiums have been paid for one full year.

Guaranteed values include cash value, reduced paid-up insurance, extended term insurance and a policy loan provision. The amounts vary with the type of policy, the age of the insured when the policy was made effective and the length of time it has been in force. Term insurance has no guaranteed values.

A description of guaranteed values follows:

- Cash value—At the end of the first policy year any converted policy acquires a cash value consisting of the reserve, in addition to any dividend accumulations left on deposit by the insured. The cash value increases with each premium due and paid after the first policy year. By surrendering all claims under the policy, the insured may receive the "cash surrender value" in one sum. At the time of surrender, the policy must have been in force by payment of premiums for one year or more.

With the insured at age 25, an ordinary life insurance policy which had been in effect five years would have a cash surrender value of \$37.73 per thousand. A 20-payment life insurance policy would have a cash

NSLI May Be Reinstated on Any Plan

Here is how to reinstate your National Service Life Insurance, if it has lapsed:

NSLI on any plan may be reinstated if you apply for reinstatement and send required premiums within three months of the date of lapse. If you apply for reinstatement within this time limit, you need not take a physical examination if you are in as good health as you were when your insurance lapsed and can furnish evidence of your good health satisfactory to the Administrator of Veterans Affairs.

If the policy has been lapsed for more than three months, you will be required to take a physical examination before your insurance can be reinstated. The examination must indicate that your health is good, with this exception: Partial disabilities which were incurred or aggravated

by performance of duty in military service between 8 Oct 1940 and 2 Sept 1945 (both dates inclusive) will not prevent reinstatement of NSLI if you apply for reinstatement before 1 Jan 1950.

For term insurance, only two monthly premiums are required for reinstatement—one for the month of grace following the date of lapse and one for the month in which reinstatement is effected.

For NSLI on a permanent plan, all premiums in arrears with interest from their individual due dates must be tendered, for the insurance to be reinstated.

See Your Benefits and Insurance Officer for assistance in applying for reinstatement of your insurance.

All this information is given in BuPers Circ. Ltr. 198-48 (NDB, 31 Oct 1948).

surrender value of \$86.62 per thousand under the same conditions.

• **Reduced paid-up insurance**—Any converted policy, in force by payment of premiums for one year or more may be surrendered and exchanged for a reduced amount of paid up insurance upon which no further premiums need be paid. For instance, a \$10,000 ordinary life insurance policy, issued at age 25, with no indebtedness and no dividends left on deposit, which has been in force for 10 years, may be surrendered and exchanged for \$2,356.40 worth of paid-up insurance.

On ordinary life, 30-payment life or 20-payment life policies, the paid-up insurance remains in force throughout the remaining lifetime of the insured without further premium payments, unless surrendered for its cash surrender value.

Paid-up endowment policies remain in force only during the remainder of the endowment period unless surrendered for cash surrender value. At the policy's maturity the amount of the paid-up insurance is payable to the insured in one sum or in monthly installments.

Paid-up insurance has a cash value, loan provision and right to dividends, if earned.

• **Extended term insurance**—Any converted policy, under the same conditions as mentioned above, will be extended as term insurance for face amount of the policy after failure to pay the premium during the grace period. This is provided that the policy has not been surrendered for cash

Rules for Sending Premium Payments to VA Outlined

While in the service, naval personnel can best make their premium payments by allotment from service pay. After discharge, personnel must send their own remittances directly to Veterans Administration.

If for any reason you need to send money to VA, you should comply with the following rules:

- Do not send cash. Send a money order or check.
- Write your full name and address so that it can be read.
- Put your policy number on letters, checks and money orders.
- Put your service number on, too.

If you are on active service, send your communications to Veterans Administration, Washington, D. C. (But there should be an insurance officer available to do it for you.)

If you are to be a civilian, send your checks, money orders and letters to the branch office nearest your home after your separation from the service.

or paid-up insurance, and is less than any indebtedness.

This term insurance protection continues without further premium payments for a limited period. The length of this period is determined by the amount of cash value established on the policy, less indebtedness, at

the date of lapse. Extended term insurance has no loan value but has a cash value. A special provision is allowed on endowment policies in some cases. (See your insurance officer.)

• **Policy loan provision** — An amount not exceeding 94 per cent of the policy's reserve can be borrowed by the owner of a converted policy by submitting a proper loan agreement to VA prior to the expiration of the grace period.

Any unpaid loan indebtedness is deducted from the policy proceeds before final settlement of a claim. If the loan is not repaid and the total indebtedness equals or exceeds the cash value of the policy, the policy becomes void.

Optional settlements:

There are four options for payment of insurance benefits. The insured may select any one of them or may elect that part of the proceeds be paid under one option and the balance under another. The options are:

• **Option 1**—In this the proceeds are paid in a single sum.

• **Option 2**—Limited monthly installments. Under this option the insurance proceeds will be payable to the designated first beneficiary in a specified number of equal monthly installments. There are provisions covering the event of the beneficiary's death before the specified number have been paid.

• **Option 3**—Monthly installments for life, with 120 monthly installments guaranteed. The monthly installments will be payable throughout the remaining lifetime of the designated first beneficiary, no matter how long he or she may live. If the designated first beneficiary dies before receiving 120 installments, the rest of the installments will go to the beneficiary's or the insured's estate, depending upon optional settlements. Your insurance officer should be able to furnish you with a table of monthly installments payable for each \$1,000 of insurance.

• **Option 4**—Monthly installments for life, with total installments equal to face amount of the policy guaranteed. (Refund life income.) The same as option 3 except that fewest total installments will equal face amount of the policy, less any indebtedness, instead of an arbitrary 120 installments.



the word
for the wise
is found in

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

Send check or money order for \$2.00 for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.

Board Selections of 24 Captains For Promotion to Rear Admiral Approved by President

Twenty-four captains have been selected for promotion to rear admiral of the line. The selections were made by a board headed by Admiral DeWitt C. Ramsey, USN, and have been approved by the President. They are:

Rear Admiral George Lucius Russell, USN. RADM Russell is currently serving in the temporary rank of rear admiral as Judge Advocate General of the Navy.

Captain Thomas Howell Binford, USN, chief of staff and aid to the Commander, Hawaiian Sea Frontier.

Captain Walter Ellery Moore, USN, Commander, Service Squadron 1, Pacific Fleet.

Captain Burton Beecher Biggs, USN, chief of staff and aide to the Commander, Service Force, Pacific.

Captain Lyman Augustus Thackrey, USN, officer in charge, Secretary's Committee on Unification.

Captain Grover Budd Hartley Hall, USN, Commander, Carrier Division 14, Atlantic Fleet.

Captain Lorenzo Sherwood Sabin, Jr., USN, on duty at Naval Gun Factory, Washington, D.C.

Captain Walter Gabriel Schindler, USN, Chief of the United States Naval Mission, Valparaiso, Chile.

Captain Milton Edward Miles, USN, chief of staff to the Commander, Service Force, Atlantic.

Captain Harold Davies Baker, USN, Deputy Chief of Public Relations, Navy Department.

Captain Thomas Murray Stokes, USN, Office of the Chief of Naval Operations, Navy Department.

Captain Robert Edwin Blick, Jr., USN, serving on the Navy General Board.

Captain Frank Thomas Watkins, USN, General Line School, Monterey, Calif.

Captain Tom Burbridge Hill, USN, Office of the Chief of Naval Operations, Navy Department.

Captain Carl Frederick Espe, USN, Commander, Destroyer Flotilla 1, Pacific Fleet.

Captain Herbert Spencer Duckworth, USN, serving at United States Air Force University, Montgomery, Ala.

Captain Frank Akers, USN, Commander, Carrier Division 15, Pacific.

Captain Delbert Strother Cornwell, USN, serving with Joint Staff of the Joint Chiefs of Staff.

Captain Albert Kellogg Morehouse, USN, chief of staff to the Commander, Air Force, Atlantic.

Captain Robert Lee Dennison, USN, naval aide to the President of the United States.

Captain Wesley McLaren Hague, USN,

5th Marine Division Assn. Plans Convention in 1949

The 5th Marine Division Association wants suggestions from former gyrenes and bluejackets of that unit as to where its 1949 convention should be held.

Organized in October 1948, the association is now in the midst of a membership drive. The fee is one dollar, which should be mailed to the Secretary-Treasurer, 5th Marine Division Association, Headquarters Marine Corps, Washington, D.C. Enclosed with the fee should be suggestions on convenient locations for the convention, which will be held in September 1949. Present plans indicate it will be held somewhere in the north-eastern part of the U.S.

At the convention the members will elect officers and adopt a constitution and by-laws. Present officers are Lieut. Gen. Keller R. Rockey, USMC, president, and Col. James F. Shaw, Jr., USMC, secretary-treasurer.

(EDO), Commander, Naval Shipyard, Boston, Mass.

Captain Wallace Rutherford Dowd, USN (EDO), Commander, Naval Shipyard, Mare Island, Calif.

Captain Hugh Elliott Haven, USN (EDO), Commander, Naval Shipyard, San Francisco, Calif.

Captain Calvin Mathews Bolster, USN (AEDO), on duty in the Office of Naval Research.

In addition to the 24 officers selected for promotion to the rank of rear admiral, the selection board picked four other officers for continuation on the active list in the rank of captain, who otherwise would be retired. They are:

Captain Laurance Frye Safford, USN (EDO), on duty in the Office of the Chief of Naval Operations, Navy Department.

Captain John Edwin Ostrander, Jr., USN (AEDO), Bureau of Aeronautics Representative, East Hartford, Conn.

Captain Walter Stuart Diehl, USN (AEDO), on duty in Bureau of Aeronautics, Washington, D.C.

Captain Edward Wadsworth Rounds, USN (AEDO), on duty at Naval Aviation Development Station, Johnsville, Penn.

The senior 12 of the line officers will be promoted as soon as they can qualify. There is also a vacancy for the senior of the four engineering specialists. The other officers will replace admirals who retire during the coming year.

Time-Tested, Tasteless C-Ration Will Soon Be Replaced By Superior, Palatable Type

The familiar "C" ration, well-known to many Seabees, Marines and wartime crews of smaller vessels, are being replaced by a new "Ration, Individual, Combat, C-4" which offers greater variety and palatability.

The C-4 ration is provided in a 40-pound package which contains six smaller packages. Each of the smaller packages contains a separate menu with a minimum of 3,800 calories, sufficient for one day's nourishment for one man.

One of the menus consists of beans and meat, beef stew, chicken and vegetables, pineapple chunks and sliced pears, aside from standard items included in all. Another menu provides pork sausage patties with gravy, chicken and vegetables, frankfurters and beans, and cherries. Still another offers hamburgers, ham and lima beans, pork and beans, peaches and fruit cocktail.

Each menu package within the C-4 package contains a package of cigarettes and a book of waterproof safety matches, six packets of soluble coffee, a folding can opener, salt, sugar, a water purification tablet, candy-coated chewing gum, canned jam, cookies, crackers, and tidbits of lemon, orange and chocolate.

Like the World War II C rations, the C-4 packages are designed to sustain personnel separated from cooking facilities during operations. They are suitable for delivery to field operations by air, truck, pack-animal or "man carry."

Each of the rations includes beans in one form or another. None includes spam.

QUIZ AWEIGH ANSWERS

Quiz Aweigh Is on Page 39

1. (c) Lithographer. Performs all functions incident to offset lithographic work.
2. (a) Moulder. Performs duties incident to foundry work.
3. (a) Secretary of Defense.
4. (c) Secretary of the Navy.
5. (a) Mainmast.
6. (a) Semaphore. Commonly used method of daylight ship to ship signaling.
7. (a) T.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 73—Establishes air parcel post service 1 Sept 1948 for mail-matter weighing over eight ounces but not more than 70 pounds and 100 inches in length and girth.

No. 74—Request commanding officers to exercise care in recommending nominees for U. S. Naval School, Academy and Preparatory at Bainbridge, Md.

No. 75—Announces that officers in the grade of commander eligible for promotion will be considered by the selection board 29 Nov 1948.

No. 76—Announces that the Navy Mutual Aid Association has authorized extra hazardous duty rates for aviation and submarine members extended through 1949.

BuPers Circular Letters

No. 192—Gives detailed instructions for submission of monthly roster of officers (NavPers 353 Rev 10-48).

No. 193—Announces convening dates for selection boards of officers of ranks of lieutenant, lieutenant commander, commander, captain, and admiral.

No. 194—Requests applications from qualified personnel for submarine duty.

No. 195—Gives the procedures for discharge of USN, USNEV and USNR personnel.

No. 196—Outlines method of submitting reports of officers recommended for GCMs.

No. 197—Presents BuPers policy regarding the security in handling and transmitting of enlisted service records.

No. 198—Modifies procedure for reinstatement of National Service Life Insurance.

No. 199—Announces procedure for all ships and stations corresponding with local selective service boards.

No. 200—Requests applications from women officers of the Naval Reserve and former women's Reserve officers for transfer to Regular Navy.

No. 201—Implements procedure of sea-to-shore rotation for Group VIII enlisted ratings.

No. 202—Gives policy regarding officers requesting voluntary retirements.

No. 203—Outlines instructions regarding Navy registration numbers on vehicles purchased from ship or station non-appropriated funds.

No. 204—Changes designation numbers of officers filling 1,300 billets.

No. 205—Places certain personnel accounting machine installations under the management control of the Bureau of Naval Personnel.

No. 206—Presents detailed instructions for conversion of postwar enlisted rating structure.

No. 207—Announces schedule for the August 1949 Naval War College. (See p. 42)

No. 208—Announces date for the All-Navy basketball championship.

No. 209—Presents qualifications required for naval personnel who desire to compete for appointment as cadet in Coast Guard. (See p. 42)

No. 210—Changes instructions and qualifications for combat aircrewmembers. (See p. 42)

No. 211—Outlines the procedure to follow for handling and administering Navy and Marine Corps examinations for NROTC.

No. 212—Cancels the payment to women of extra compensation for proficiency in use of fire arms.

No. 213—Suggests courses of study for officers for command responsibilities. (See p. 6)

No. 214—Gives instructions concerning monthly fiscal reports.

No. 215—Awards Presidential Unit Citation to Task Unit 78.2.9. (See p. 56)

No. 216—Awards Navy Unit Citation to several ships and task units. (See p. 56)

No. 217—Announces a change in awards for *uss Harry F. Bauer* (DM 26, ex-DD 738) and *uss Heron* (AVP 2, ex-AM 10). (See p. 56)

No. 218—Gives information on the assembly of crews for new construction vessels.

Navy Participates in Joint Maneuvers

Effectiveness of air power as a member of the air-ground fighting team is being evaluated following dramatic demonstrations in two joint Army-Navy-Air Force maneuvers at widely separated areas of the United States.

In one of the exercises—Operation Combine III—more than 100 of the 500 aircraft participating were jet-propelled fighters. This was the largest number of such aircraft yet used in actual maneuvers. The operation at Elgin Air Force Base, Valparaiso, Fla., was intended to indoctrinate service personnel in the decisive role air cooperation can play in an attack.

It was the third such maneuver bringing together fighting units of the three forces. More than 8,000 men took part in the exercises which were featured by dive-bombing, rocket firing and strafing missions on the part of Navy carrier units; bomber escort duty, interceptor patrol and area defense by Air Force planes.

Approximately 3,600 observers and

officer students from various armed services schools closely studied the maneuvers.

On the Pacific Coast the Navy was joined by the Army and Air Force in extensive training exercises involving elements stationed along the entire coast. Units of the Sixth Army, Western Sea Frontier and Fourth Air Force simulated attacks against targets of the Seattle and the San Francisco Bay areas.

Initial "attacks" were simulated by a carrier task force of the First Task Fleet. Carriers *uss Boxer* (CV 21) and *uss Valley Forge* (CV 45), escorted by cruisers and destroyers, comprised this force. Defending elements were an Air Force group and planes of the First Marine Corps Wing.

Submarines of Squadron 3 served with both "enemy" and defense forces. More than 300 Naval Reservists took part in the joint maneuvers as pilots and crewmen. The exercises were intended to train active and Reserve personnel in cooperative military operations.

HERE ARE TOP COMMANDS IN TODAY'S NAVY

Secretary of the Navy.....John L. Sullivan
Under Secretary of the Navy.....W. John Kenney
Assistant Secretary of the Navy (Air)....John N. Brown
Assistant Secretary of the Navy.....Mark E. Andrews
Chief of Naval Operations.....ADM Louis E. Denfeld
Vice Chief of Naval Operations
VADM Arthur W. Radford
Deputy Chief of Naval Operations (Personnel)
VADM William M. Fechteler
Deputy Chief of Naval Operations (Logistics)
VADM Robert B. Carney
Deputy Chief of Naval Operations (Air)
VADM John D. Price
Deputy Chief of Naval Operations (Operations)
VADM Arthur D. Struble
Commandant, Marine Corps.....GEN Clifton B. Cates

BUREAU CHIEFS

Personnel.....RADM Thomas L. Sprague
Aeronautics.....RADM Alfred M. Pride
Ships.....VADM Earle W. Mills
Ordnance.....RADM Albert G. Noble
Supplies and Accounts....RADM Edwin D. Foster (SC)
(The Paymaster General)
Yards and Docks.....RADM John J. Manning (CEC)
Medicine and Surgery.RADM Clifford A. Swanson (MC)
(The Surgeon General)
Chief of Dental Division..RADM Clemens V. Rault (DC)
Director of Navy Nurse Corps
CAPT Nellie J. DeWitt (NC)

SEA FRONTIER COMMANDERS

Eastern.....ADM Thomas C. Kinkaid
Western.....VADM George D. Murray
Caribbean.....RADM Daniel E. Barbey
Hawaiian.....RADM Charles H. McMorris
Alaskan.....RADM Alfred E. Montgomery

AREA, FLEET OR FORCE COMMANDS

Pacific.....ADM DeWitt C. Ramsey
First Task Fleet.....VADM Gerald F. Bogan
Atlantic.....ADM William H. P. Blandy
Second Task Fleet.....VADM Donald B. Duncan
Operational Development Force RADM Maurice E. Curts

Naval Forces, Western Pacific...VADM Oscar C. Badger
Naval Forces, Philippines....RADM Ralph W. Christie
Naval Forces, Far East.....VADM Russell S. Berkey
Marianas.....RADM Charles A. Pownall
Naval Forces, Eastern Atlantic and Mediterranean
ADM Richard L. Conolly
Sixth Task Fleet.....VADM Forrest P. Sherman
Air Force, Pacific.....VADM Harold B. Sallada
Air Force, Atlantic.....VADM Felix B. Stump
Battleships—Cruisers, Pacific
RADM Laurance T. DuBose
Battleships—Cruisers, Atlantic...RADM Allan E. Smith
Amphibious Forces, Pacific..RADM Bertram J. Rodgers
Amphibious Forces, Atlantic....RADM Jerauld Wright
Mine Force, Atlantic.....RADM Byron H. Hanlon
Service Force, Pacific.....VADM Francis S. Low
Service Force, Atlantic.....RADM Wilder D. Baker
Training Command, Pacific.RADM Willard A. Kitts, 3rd
Training Command, Atlantic

RADM William M. Callaghan
Destroyers, Pacific.....RADM Emmet P. Forrestel
Destroyers, Atlantic.....RADM Felix Johnson
Submarines, Pacific.....RADM Oswald S. Colclough
Submarines, Atlantic.....RADM James Fife, Jr.

MAJOR SHORE COMMANDS

First Naval District.....RADM Morton L. Deyo
Third.....RADM Walter S. Delany
Fourth.....RADM James L. Kauffman
Fifth.....RADM Ralph O. Davis
Sixth.....RADM Robert W. Hayler
Eighth.....RADM Lawrence F. Reifsnider
Ninth.....RADM J. Carey Jones
Tenth.....RADM Daniel E. Barbey
Eleventh.....RADM Bernhard H. Bieri
Twelfth.....RADM Lynde D. McCormick
Thirteenth.....RADM Howard H. Good
Fourteenth.....RADM Charles H. McMorris
Fifteenth.....RADM Edward W. Hanson
Seventeenth.....RADM Alfred E. Montgomery
Naval Air Training Command
RADM John W. Reeves, Jr.
Potomac River Naval Command..RADM Glenn B. Davis
Severn River Naval Command
RADM James L. Holloway, Jr.
(Supt. U.S. Naval Academy)

DECORATIONS & CITATIONS

4 Task Units and 16 Ships Receive Awards for Heroic Operations

Task Unit 78.2.9 and *uss Harry F. Bauer* (DM 26) have been awarded the Presidential Unit Citation for operations during World War II.

The PUC was awarded Task Unit 78.2.9 consisting of: *Sentry* (AM 299), *Scuffle* (AM 298), *Scout* (AM 296); YMSs 9, 10, 39, 46, 47, 49, 50, 52, 53, 95, 196, 314, 315, 335, 336, 339, 364, 365, 366, 368, and 392 for mine sweeping operations at Balikpapan, Borneo, N.E.I., 15 June to 1 July 1945.

Bauer received the PUC for heroism as support ship on radar picket station in the transport screen during the Okinawa campaign, 24 Mar to 11 June 1945.

Information concerning these awards is contained in BuPers Circ. Ltrs. 215-48, 216-48, and 217-48 (NDB, 15 Nov 1948), which also list 18 units and ships awarded the Navy Unit Commendation.

The following were awarded the Navy Unit Commendation for the areas and periods indicated:

- Task Unit 32.9.3 consisting of: *Hamilton* (AG 111 then DMS 18), *Hovey* (DMS 11), *Long* (DMS 12) and *Montgomery* (DM 17); Angaur Islands, Peleliu and Kossol Passage, 12-15 Sept 1944.
- Task Unit 78.3.6 consisting of: *Salute* (AM 294), *Sentry* (AM 299), *Saunter* (AM 295), *Scout* (AM 296),



'Your ship's showing, sailor.'

Seabag, RecSta Norfolk



USS *Harry F. Bauer* (DM 26).

Scrimmage (AM 297), *Scuffle* (AM 298); YMSs 6, 8, 46, 48, 50, 53, 314, 315, 329, 334, 335, 336, 339, 363 and 364; Manila Bay, 14-18 Feb 1945.

- U.S. Small Boat Mediterranean Minesweeping Unit: Southern France. 15 Aug to 30 Sept 1944.

- *uss Adams* (DM 27): Okinawa, 24 Mar to 1 Apr 1945.

- *uss Butler* (DMS 29): Okinawa, 24 Mar to 22 June 1945.

- *uss J. W. Ditter* (DM 31): Okinawa, 24 Mar to 6 June 1945.

- *uss Emmons* (DMS 22): Okinawa, 24 Mar to 6 Apr 1945.

- *uss Hopkins* (DMS 13): Solomons, 7 Aug 1942 to 4 June 1944.

- *uss Hovey* (DMS 11): Solomons, 6 Aug 1942 to 17 May 1944.

- *uss Macomb* (DMS 23): Okinawa, 24 Mar to 11 May 1945.

- *uss Rodman* (DMS 21): Okinawa, 24 Mar to 22 June 1945.

- *uss Shea* (DM 30): Okinawa, 24 Mar to 4 May 1945.

- *uss Robert H. Smith* (DM 23): Okinawa, 24 Mar to 24 June 1945.

- *uss Southard* (DMS 10): Solomons, 7 Aug 1942 to 17 May 1944.

- *uss Trever* (AG 110 then DMS 16): Solomons, 7 Aug 1942 to 22 June 1944.

- *uss YMS 311*: Okinawa, 6 Apr 1945.

- *uss Zane* (AG 109 then DMS 14): Solomons, 7 Aug 1942 to 1 Aug 1943.

- *uss Heron* (AVP 2 then AM

10): Netherlands East Indies, 8 Dec 1941 to 17 Dec 1941.

Individual authorization and ribbon will be issued to eligible personnel at a later date. Personnel in doubt concerning their eligibility may submit requests to their present commanding officers. A review of the applicant's record will be made to determine eligibility. If eligible, authorization will be indicated on page 9 of the service record for enlisted men. In the case of officers a letter will be written to the officer and copy sent to BuPers for inclusion in the officer's jacket. Individual applications should not be made to BuPers except in doubtful cases.



Gold star in lieu of third award:

★ STEPHAN, Edward C., CAPT, USN, Old Lyme, Conn.: Commanding officer of *uss Grayback* during seventh war patrol in enemy-controlled waters.

Gold star in lieu of second award:

★ BARROWS, Frank L., CDR, USN, Oakland, Calif.: Diving officer of *uss Gar* during first war patrol against Japanese, 2 Feb. to 28 Mar 1942.

★ BASKETT, Thomas S., CDR, USN, Webster Groves, Mo.: Executive officer of *uss S-44* during first and second war pa-

trols against the Japanese, Southwest Pacific Area, 24 Apr to 5 July 1942.

★ MARTIN, Hugh J., CAPT, USN, Adairsville, Ga.: ComDesRon 51 during extended operations in vicinity of Okinawa, 25 Mar to 24 Apr 1945.

First award:

★ ALFRED, Raymond (n), CS3, USNR, Odell, Ill.: Member of gun crew on board USS *Petrof Bay* during action against Japanese off Samar, 25 Oct 1944.

★ ASTEN, FRED F., TMC, USN (Ret), San Francisco, Calif.: Captain of a torpedo battery on USS *Waller* in action against Japanese, Kula Gulf and Vila-Stanhope Area, Solomons, 5 Mar 1943.

★ BENNETT, George S. Jr., LCDR, USN, Annapolis, Md.: Torpedo data computer operator aboard USS *Haddo* during war patrol against Japanese.

★ BRADFORD, Richard H., TMI, USNR, Paulsboro, N. J.: Member of PT 80 in action against Japanese, Mangarin Bay, Mindoro, Philippines, 18 Dec 1944.

★ KEINRATH, Frank C., RMC, USN, Robertson, Mo.: Chief radioman in charge and sound operator of USS *Guitarro* in action against Japanese, third war patrol, South China Sea, 8 Oct to 16 Nov 1944.

★ DAVID, Joseph B. Jr., LT, USNR, New Orleans, La.: Boat officer of landing craft attached to USS *Oberon* in action against Germans, Gela, Sicily, 10-12 July 1943.

★ DAVIS, William D., PHM1, USNR, Trenton, Tenn.: Medical corpsman attached to 3rd Battalion, 5th Marines, in action against Japanese, Okinawa, 1 June 1945.

★ DOWNING, Richard L., LCDR, USN, Boyertown, Pa.: Assistant approach officer on board USS *Haddo* during ninth war patrol against Japanese, East China Sea, 31 May to 16 July 1945.

★ CASERIO, Joseph E., GMC, USN, Richmond, Va.: Crew member of USS *Sculpin* during first, second and third war patrols against Japanese, Southwest Pacific, 8 Dec 1941 to 28 Apr 1942.

★ FLYNN, Evert Raymond, LT, USN, Bogart, Ga.: Diving officer of USS *Haddo* during seventh war patrol against Japanese, 8 Aug to 3 Oct 1944.

★ GARTON, Norman F., CAPT, USN, Pottsville, Pa.: Commanding officer of USS *Gillis* in action against Japanese, Aleutian Islands, June to July 1942.

★ GILBERT, James E., LCDR, USNR, Alameda, Calif.: Commanding officer USS PC-1128 during operations against Japanese, Okinawa, 26 Mar 1945.

★ GRIFFIN, Emanuel L., PHM1, USNR, Newberry, S. C.: Medical corpsman attached to 1st Battalion, 5th Marines, in action against Japanese, Okinawa, 22 June 1945.

★ GROETSCH, Andrew A., COX, USNR, Rochester, N. Y.: Member USS LST 133 in action against Germans, Normandy, France, 12-20 June 1944.

★ INSLEY, Richard W., LT, USNR, Charlottesville, Va.: Member USS LST 460 against Japanese, Southwest Pacific, 21 Dec. 1944.

★ KEISER, Norman M., LT, USNR, Kenmore, N. Y.: Commander of a patrol bomber serving with BomRon 118 in action against Japanese, Shanghai, 15 July 1945.

★ MACSORLEY, Victor H., PHM1, USNR, Cambridge, Md.: Medical corpsman, attached to Company E, 2nd Battalion, 29th Marines, in action against Japanese, Okinawa, 15 Apr 1945.

★ RUSSELL, Curtis R., Jr., PHM2, USN, Kokomo, Ind.: Medical corpsman attached to 3rd Battalion, 21st Marines, in action against Japanese, Guam, M. I., 21-26 July 1944.

★ SHOEMAKER, James M., RADM, USN (Ret.), Norfolk, Va.: Commanding officer USS *Franklin* in action against Japanese, Philippine Islands, October 1944.

★ SMITH, Jeff T., PHM2, USNR, Fayette, Miss.: Medical corpsman attached to 1st Battalion, 29th Marines, in action against Japanese, Okinawa Shima, 14 Apr 1945.

★ SMITH, Markle T., LT, USN, Connorsville, Ind.: As prisoner of war Headquarters Camp 1, Osaka, Japan, in connection with military operations against Japanese, 8-9 Aug. 1943.

★ SWEITZER, John L., GM2, USN, Groveport, Ohio. As 20mm machine-gunner on board USS LCIG 567 in action against Japanese, Okinawa, 8-10 Apr 1945.



LEGION OF MERIT

★ BAILEY, William B., CAPT, USN, Wahiaua, T. H.: Communications officer of an amphibious group and task force against Japanese, Roe-Namur, Guam, Leyte and Ligayen, December 1943 to June 1945.

★ CARTER, Grayson B., CAPT, USN, New York, N. Y.: Commander of a tractor group during operations against Japanese, South and Central Pacific, June to July 1944.

★ GINGRICH, Herman F., CAPT, SC, USN, U.S. Naval Supply Depot, Oakland, Calif.: President of the United States Joint Purchasing Board, New Zealand, October 1944 to 2 Sept 1945.

★ JOHNSON, Ellis A., CDR, USNR, Chevy Chase, Md.: Mining officer with 21st Bomber Command and Deputy Commander 20th Air Force against Japanese, 26 Mar to 14 Aug 1945.

★ KINNARD, Harry G., Capt, (SC), USN (Ret.), Ocala, Fla.: Supply officer on the staff of Commander Aircraft, 7th Fleet, against Japanese, New Guinea and Philippine Islands, 15 Sept 1944 to July 1945.

★ Low, Francis S., VADM, USN, Washington, D.C.: Commander of a cruiser support unit, Western Pacific, 14 Mar to 13 June 1945.

★ MISSON, Clinton A., CAPT, USN, Washington, D.C.: Commander of a transport division during amphibious assault against Saipan Island, 15-24 June 1944.



Boot, Parris Island

'I can't hear your heels.'

★ MYHRE, Floyd B. T., CAPT, USN (Ret.), Havana, Cuba: Commanding officer USS *Buchanan* against the Japanese, Pacific, 22 Jan 1944.

★ PATTI, Frank A., LCDR, USNR, Leonia, N. J.: Assistant medical officer USS *Santee* against Japanese, Philippine Islands, 25-28 Oct 1944.

★ REND, Charles J., COMO, USN (Ret.), Washington, D.C.: United States Naval Attache, United States Embassy, Rio de Janeiro, Brazil, March 1943 to March 1945.

★ SCHRADER, Albert E., CAPT, USN (Ret.), Washington, D.C.: Acting commander Task Force 126, October 1944 to March 1945.

★ STONE, Leslie O., CAPT, MC, USN, Bethesda, Md.: Medical officer in command, United States Naval Hospital, Pearl Harbor, T. H., 17 Aug 1944 to 2 Sept 1945.



NAVY AND MARINE CORPS MEDAL

★ DAVIS, Delton E., LTJG, USNR, Olathe, Kans.: Rescued several passengers from a burning plane at Naval Air Station, Olathe, Kans., 7 Mar 1948.

★ GREEN, Laurence B., LCDR, USN, Coronado, Calif.: Rescued his commanding officer following a carrier landing accident off Oahu, T. H., 18 Nov 1947.

★ LEE, Robert C., AD2, USN, Tyler, Tex.: Extinguished a fire in an airborne plane near Okinawa, 20 Oct 1947.

★ PETERSON, Robert A., MMC USN, Spokane, Wash.: Rescued a civilian laborer at the Naval Air Station, Guantanamo Bay, 9 Apr 1948.

★ ROBBINS, James H., ARM2, USN, San Diego, Calif.: Rescued the pilot of a PBM type aircraft, attached to USS *Pine Island* near Cape Dart, Antarctica, 30 Dec 1946.

★ TENDLER, Dean L., BM3, USN, St. Louis, Mo.: Rescued survivors of a swamped motor launch in the Gulf D'Hyeres, France, 16 Feb 1948.

BOOKS: LIVES AND LEGENDS TOP THIS MONTH'S BOOK LIST

BILLY ROSE says of his book, *Wine, Women and Words*, "It's being brought out in a limited edition—limited to people with \$3."

Well, this is where you can sit in on a Diamond Horseshoe show without paying the bill. You don't even need three cents. All you need to do is sashay down to your ship or station library and you'll find such sparkling books and other brand new ones, free—for nothing.

• *Wine, Women and Words*, by Billy Rose; Simon and Schuster.

In this book, as elsewhere, Billy Rose writes about persons, places and things—with persons predominating. One of the persons he mentions is a man he calls "the late Ted Healy."

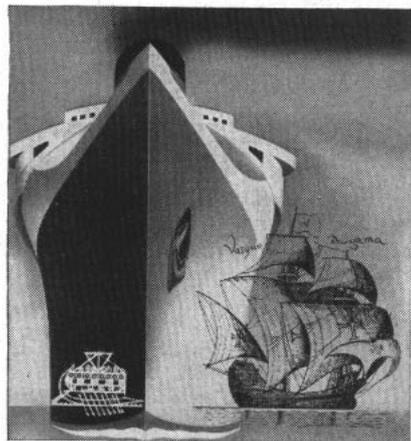
Ted Healy owned a chimpanzee, and bought a pin-headed pygmy from a Coney Island sideshow. Mr. Rose suggested to him that he get rid of the freak.

"Can't," said Healy simply. "He's my pal."

Billy Rose continues, concerning Mr. Healy—

"One night the lady of his heart (not the pygmy) told him she didn't care for him any more. Healy bowed and said, 'I'm not a man to be dismissed lightly.' He walked out the door, went down into the cellar, and set fire to the house."

This is only one small part of one section of *Wine, Women and Words*.



SALTS and lubbers alike will be fascinated by C. E. Gibson's fine new book *The Story of the Ship*.

All 295 pages are packed with just such characters, just such dizzy situations, just such terse and spicy prose. "Having a wonderful time," Mr. Rose seems to say throughout. "Wish you were here."

Strikingly illustrated by Salvador Dali.

• *Master of the Girl Pat*, by Captain Dod Orsborne; Doubleday & Company, Inc.

Here is a non-fiction book—an autobiography—that rivals the best in action fiction for movement, color and drama.

While the book covers the last two great wars and all the years between, it's amazing how Captain Orsborne found time for all the adventures chronicled here. He did find time, though, and danger was his side-kick every moment. The book takes you pearl hunting; trading in the West Indies; searching for the missing flier, Redfern, in the South American jungles; tiger hunting in India; to Scotland Yard. . . .

It takes you on a 2,600-mile cruise aboard *Girl Pat* after a deserting crew member stole the compass and all the charts; a starvation-haunted cruise that ended with the crew too weak to stand.

It's a red-blooded yarn.

• *The Story of The Ship*, by Charles E. Gibson; Henry Schuman.

This, in brief, is the history of ships. It's the history of man's seagoing vessels from the earliest Egyptian galley to the Queen Mary. The story is told clearly and entertainingly by a man who has known the sea and ships intimately; a man boasting no string of university degrees or professional posts—just a persistent desire to know the who, when, where and how of every type of water craft. It comprises a tale equally fascinating for history fan or ship enthusiast, for engineer or boatswain's mate.

• *Jeff Milton: A Good Man With a Gun*, by J. Evetts Haley; University of Oklahoma Press.

"I never killed a man that didn't need killing," Jeff Milton said; "I never shot an animal except for meat."

Jeff Martin, a real-life figure of the old west, was of genteel origin and

once taught a friend the rudiments of readin' and writin'. Despite those facts and the righteous tone of his statements quoted here, Jeff was no sissy.

From his boyhood home in the governor's mansion of Florida, Milton pursued his lusty career as a youthful cowboy on the rawest edge of the buffalo range, as a Texas Ranger before he was of legal age, as an adventurer among the lawful and the lawless from the Rio Grande to the Sierra Madre, and as a veteran officer in lone patrol on the Arizona desert border.

Whatever Jeff Milton touched in his gay, generous and courageous way, he turned to high adventure. This book captures that adventure and makes it live again.

It includes a score of rare old photographs.

• *American Sea Songs and Chanteys*, by Frank Shay; W. W. Norton & Company, Inc.

Here are the words and music of 76 sea chanteys and songs that were sung by sailors in the days of iron men and wooden ships—songs still known wherever salty men sing.

The book includes such favorites as "Away Rio," "Bell-Bottom Trousers," "Shenandoah," and many others—lilting, boisterous, nostalgic:

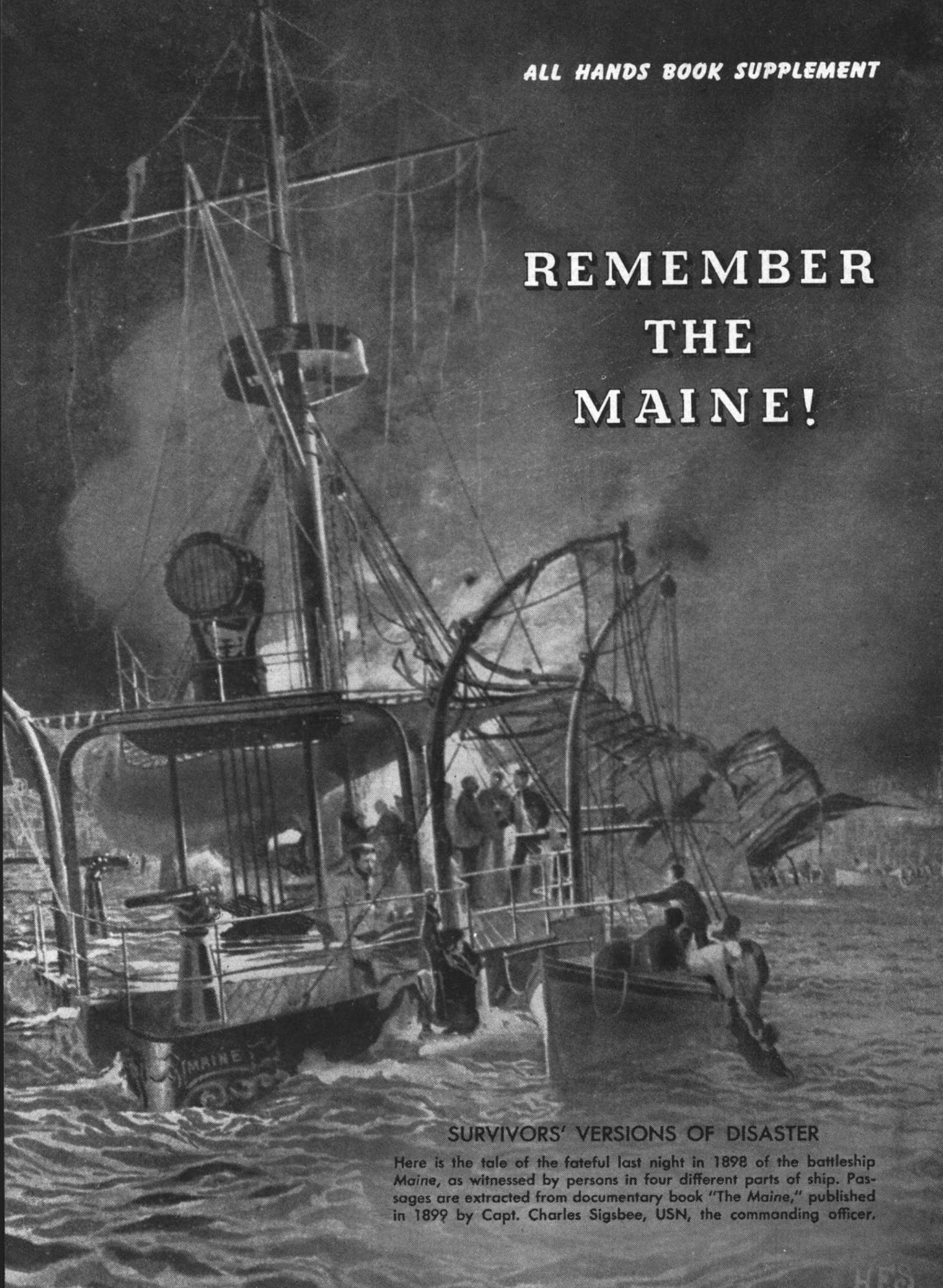
*Should the foe appear before us,
To our guns we'll fondly cling.
While our stars are gleaming o'er us,
Shall their notes of freedom ring.
While life's warm stream is flowing
Our eager pulses through,
We'll fight for home, the Norfolk girls,
And Portsmouth maidens, too.*

It's profusely illustrated with colored wood-block prints.

Rededication Ceremonies Held at LantFlt Chapel

Near capacity crowds participated in impressive Catholic and Protestant religious services held in the Atlantic Fleet chapel at Norfolk, Va., when rededication ceremonies were held at the naval base.

Most Rev. William R. Arnold, D. D., bishop of the military ordinate, presided at a solemn high military mass. He is former chief of Army chaplains. Rear Admiral W. N. Thomas, CHC, USN, Navy chief of chaplains, officiated at Protestant services.



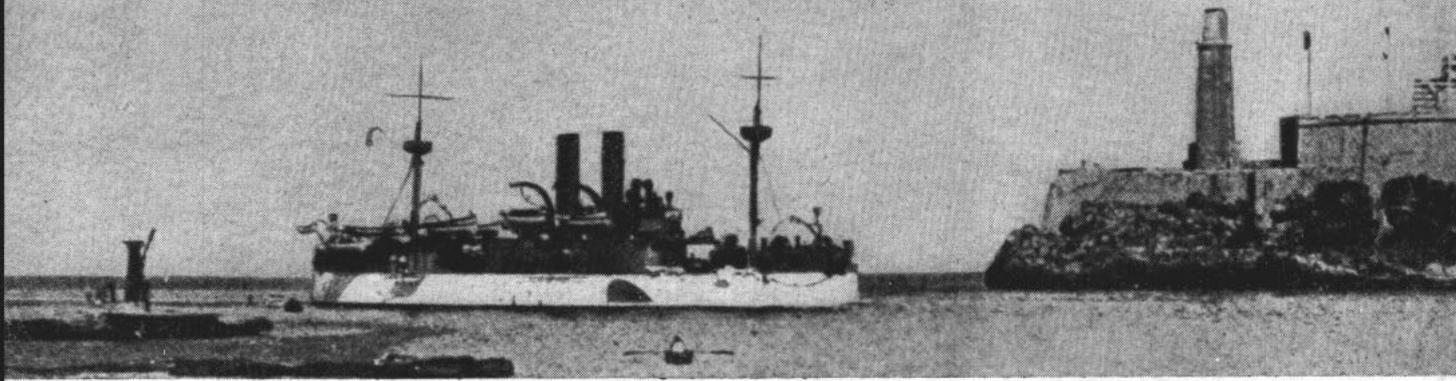
ALL HANDS BOOK SUPPLEMENT

REMEMBER THE MAINE!

SURVIVORS' VERSIONS OF DISASTER

Here is the tale of the fateful last night in 1898 of the battleship *Maine*, as witnessed by persons in four different parts of ship. Passages are extracted from documentary book "The *Maine*," published in 1899 by Capt. Charles Sigsbee, USN, the commanding officer.

REMEMBER THE MAINE!



Terror broke out in Spanish-ruled Cuba in 1895. Insurgents, chafing under brutal Spanish rule, rose up to raid and burn Loyalist houses and property. Then the Spanish army under General Weyler took hold and herded the fiery rebels into reconcentrado camps where they died by the hundreds from exposure, and sickness.

Under the calming hand of President McKinley, the U. S. succeeded in remaining aloof even though popular feeling ran high and newspapers inflamed the situation with distorted accounts.

USS *Maine*, one of the first two modern steel battle-ships in the U. S. fleet, was ordered to Havana in 1898 for a "friendly visit." Commissioned in 1895, she was among the newest U. S. vessels afloat and was in many respects a favorite throughout the Navy and the nation as well.

Her commanding officer, Captain Charles Sigsbee, USN, took note of the sullen attitude of the Loyalists and was even handed a Spanish circular which screamed: "Death to the Americans! Death to Auton-

omy! . . . Long Live Spain! Long Live Weyler!" An essentially fearless man, he wrote it off as the writings of an impotent patriot.

Death did come to 252 naval personnel when *Maine*, riding at anchor off Havana in mid-February, suddenly blew up. Later investigations showed the explosion came from an external source such as a mine, but to this day the mystery remains as to who was responsible. It may have been a calculating Insurgent—seeking U. S. intervention—or a hot-headed Loyalist impelled by foolish pride.

Maine's disaster began a whirlwind war which was over in 114 days. It made the victors, the U.S., a reluctant imperial power, with dependencies stretching from Puerto Rico to the Philippines. "Remember the *Maine*!" is a classic today among American battle cries.

Personal versions of what happened that night are here recounted by the captain, boatswain's mate, lieutenant, and fireman first class. All four were in different parts of the ship.

I. Captain Charles Sigsbee, USN

On the night of February 15, 1898, *Maine*, lying in the harbor of Havana at the buoy where she was moored by the Spanish pilot on her entrance into the port, was heading in a direction quite unusual—at least for *Maine*.

On the night of the explosion *Maine* was heading to the northward and westward, in the general direction of the *Machina*, or naval "sheers," near the admiral's palace. Some of the watch officers said afterward that they had not before known her to head in that direction at Havana.

A short distance astern, or nearly astern, was the American steamer *City of Washington*, Captain Frank Stevens, of the Ward line. *Alfonso XII* and *Legazpi* occupied nearby berths on the starboard side of *Maine*.

It was a dark, overcast night. The atmosphere was heavy, and the weather unusually hot and sultry. All of the 26 officers were aboard except four, who were on various missions.

The members of the crew, 328 in number, were on board as usual. One of the steam launches was in

the water, riding at the starboard boom. The crew, excepting those on watch or on post, were turned in. The men of the quarter watch were distributed about the deck in various places, wherever they could make themselves comfortable within permissible limits as to locality. Some of the officers were in their staterooms or in the messrooms below. Others were on the main or upper deck, in or about the officers' smoking-quarters, which were abaft the after turret on the port side, abreast the after superstructure.

I was in my quarters, sitting on the after side of the table in the port or admiral's cabin. In regard to cabins, *Maine* had been arranged to accommodate both an admiral and a captain.

About an hour before the explosion I had completed a report called for by Mr. Theodore Roosevelt, Assistant Secretary of the Navy, on the advisability of continuing to place torpedo tubes on board cruisers and battleships. I then wrote a letter home, in which I struggled to apologize for having carried in my pocket for 10 months a letter to my wife from one of her friends of long standing.

At taps ("turn in and keep quiet"), 10 minutes after nine o'clock, I laid down my pen to listen to the notes of the bugle, which were singularly beautiful in the oppressive stillness of the night. The marine bugler,

From *The Story of the 'Maine'* by Charles D. Sigsbee. Copyright, 1899, by the Century Company. Reprinted by permission of Appleton-Century-Crofts, Inc.

Newton, who was rather given to fanciful effects, was evidently doing his best. During his pauses the echoes floated back to the ship with singular distinctness, repeating the strains of the bugle fully and exactly. A half hour later, Newton was dead.

I was inclosing my letter in its envelope when the explosion came. The impression made on different people on board *Maine* varied somewhat. To me, in my position, well aft and within the superstructure, it was a bursting, rending, crashing sound or roar of immense volume, largely metallic in character. It was followed by a succession of heavy, ominous, metallic sounds, probably caused by the overturning of the central superstructure and by falling debris. There was a trembling and lurching motion of the vessel, a list to port, and a movement of subsidence. The electric lights, of which there were eight in the cabin where I was sitting, went out. Then there was intense blackness and smoke.

The situation could not be mistaken: *Maine* was blown up and sinking.

For a moment the instinct of self-preservation took charge of me, but this was immediately dominated by the habit of command. I went up the inclined deck into the starboard cabin, toward the starboard airports, which were faintly relieved against the background of the sky. The sashes were out, and the openings were large. My first intention was to escape through an airport, but this was abandoned in favor of a more dignified way of making an exit through the cabin into the passage and along the passage to the outer door. The passage turned to starboard, near the forward part of the superstructure.

At the turning, some one ran into me violently. I asked who it was. It was Private William Anthony, USMC, the orderly at the cabin door. He said something apologetic, and reported that the ship had been blown up and was sinking. He was directed to go out on the quarterdeck, and I followed him.

I stood for a moment on the starboard side of the main deck, forward of the after superstructure, looking toward the immense dark mass that loomed up amidships, but could see nothing distinctly. There I remained for a few seconds in an effort to grasp the situation, and then asked Anthony for the exact time. He replied: "The explosion took place at nine-forty, sir."

It was soon necessary to retire from the main deck, for the after part of the ship was sinking rapidly. I then went up on the poop deck. By this time Lieutenant Commander Richard Wainwright, the executive officer, and others were near me. Everybody was impressed by the solemnity of the disaster, but there was no excitement apparent. Perfect discipline prevailed.

I stood on the starboard siderail of the poop and held on to the main rigging in order to see over the poop awning, which was bagged and covered with debris. I was still trying to take in the situation more completely. The officers were near me and showing a courteous recognition of my authority and responsibility. Directions were given in a low tone to Executive Officer Wainwright, who himself gave orders quietly and directed operations.

Fire broke out in the mass amidships. Orders were given to flood the forward magazine, but the forward part of the ship was found to be under water.

The great loss of life was not then fully realized. Our

eyes were not yet accustomed to the darkness. Most of us had come from the glare of the electric lights. The flames increased in the central superstructure, and I directed Lieutenant Commander Wainwright to make an effort to play streams on the fire if practicable. He went forward on the poop awning, accompanied by Lieutenant Hood and Naval Cadets Boyd and Cluverius, making a gallant inspection in the region of the fire, but was soon obliged to report that nothing could be done. The fire mains and all other facilities were destroyed, and men were not available for the service.

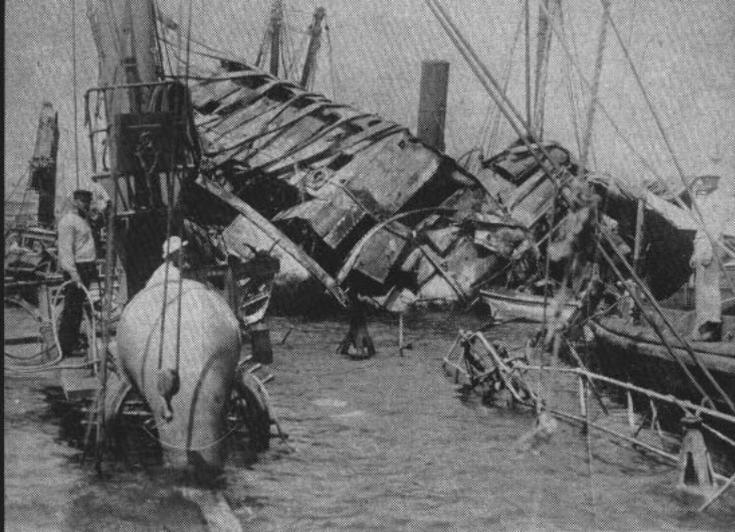
We then began to realize more clearly the full extent of the damage. One of the smokestacks was lying in the water on the starboard side. Although it was almost directly under me, I had not at first identified it.

As my eyes became more accustomed to the darkness I could see, dimly, white forms on the water, and hear faint cries for help. Realizing that the white forms were our own men, boats were lowered at once and sent to the assistance of the injured and drowning men. Orders were given, but they were hardly necessary. The resourceful intelligence of the officers suggested correct measures in the emergency. Only three of our 15 boats were available—the barge, the captain's gig, and the whaleboat. The barge was badly injured. Two of these were manned by officers and men jointly. How long they were gone from the ship I cannot recall, but probably 15 minutes. Those of us who were left on board remained quietly on the poop deck.

Nothing further could be done. The ship was settling rapidly. There was one wounded man on the poop who had been hauled from under a ventilator on the main deck by Lieutenants Hood and Blandin just as the water was rising over him. Other boats, too, were rescuing the wounded and drowning men. Chief among them were the boats from *Alfonso XII*, and from the steamer *City of Washington*. The visiting boats had arrived promptly and were unsparing of effort in saving the wounded. The Spanish officers and crews did all that humanity and gallantry could compass. During the absence of our boats the fire in the wreck of the central superstructure became fiercer. The spare ammunition that had been stowed in the pilot house or thrown up from the magazines below was exploding in detail. It continued to explode at intervals until nearly two o'clock in the morning.

At night it was the custom on board *Maine* to close all watertight compartments except the few needed to afford passageway for the crew. They had been reported closed as usual that night. Down the cabin skylights the air could be heard whistling through the seams of the doors and hatches, indicating that even the after bulkheads had been so strained as to admit the water into the compartments. Presently Lieutenant Commander Wainwright came to me and reported that our boats had returned alongside the ship at the stern, and that all the wounded that could be found had been gathered in and sent to the Spanish cruiser, *City of Washington* and elsewhere. The after part of the poop deck of *Maine*, the highest intact point above water, was then level with the gig's gunwale, while that boat was in the water alongside. We had done everything that could be done, so far as could be seen.

It was a hard blow to be obliged to leave *Maine*. None of us desired to leave while any part of her poop



TWISTED remains of USS *Maine* as viewed from aft.

remained above water. We waited until satisfied that she was resting on the bottom of the harbor. Lieutenant Commander Wainwright then whispered to me that he thought the forward 10-inch magazine had been thrown up into the burning material amidships and might explode at any time, with further disastrous effects. He was then directed to get everybody into the boats, which was done. It was an easy operation; one had only to step directly from the deck into the boat. There was still some delay to make sure that the ship's stern had grounded, and still more because of the extreme politeness of the officers, who considerably offered me a steadying hand to step into the boat.

On arriving on board *City of Washington*, I found there a number of our wounded men. They had been carried below into the dining saloon, where they had been placed on mattresses. They were carefully tended by both officers and crew of the vessel. Every attention that the resources of the vessel admitted had been brought to bear in their favor.

I walked among the wounded some minutes and spent a few more in watching the fitful explosion of ammunition on board *Maine*. Then I went to the captain's cabin, and composed my first telegram to the Navy Department. I had already directed that a muster be taken of the survivors, and had sent a request to the captain of *Alfonso XII* that he keep one or more patrol-boats about the wreck. The relations between the United States and Spain had reached a condition of such extreme tension that the patience of the people of the United States was about exhausted. Realizing this fully that night, I feared the result of first impressions of the great disaster on our people, for I found it necessary to repress my own suspicions.

After the first muster that night it was reported to me that only 84 or 85 survivors could be found. A more recent summary shows that only 16 of the crew were wholly unhurt. Two officers and 250 men were killed. One hundred and two people were saved, but later eight of these died at Havana.

II. Boatswain's Mate Charles Bergman, USN

I was turned in, in my hammock, which was swung from the beams in the forward crew space just abaft the brig or prison, on the starboard side.

I heard a terrible crash, an explosion I suppose that

was. Something fell, and then after that I got thrown somewhere in a hot place. Wherever that was, I don't know. I got burned on my legs and arms, and got my mouth full of ashes and one thing and another.

Then the next thing I was in the water—away under the water somewhere, with a lot of wreckage on top of me that was sinking me down. After I got clear of that I started to come to the surface of the water again, and I got foul of some other wreckage.

I got my head jammed in, and I couldn't get loose, so I let myself go down. Then it carried me down farther. I suppose when it touched bottom somewhere it sort of opened out a bit, and I got my head out and started for the surface of the water again. I hit a lot of other stuff with my head, and then I got my head above water. I got picked up by a Spanish boat.

III. Lieutenant John Hood, USN

I was sitting on the port side of the deck, with my feet on the rail, and I both heard and felt—felt more than I heard—a big explosion, that sounded and felt like an underwater explosion. I was under the impression that it came from forward, starboard, at the time. I instantly turned my head, and the instant I turned my head there was a second explosion.

I saw the whole starboard side of the deck and everything above it as far aft as the after end of the superstructure spring up in the air, with all kinds of objects in it—a regular crater-like performance, with flames and everything else coming up. I immediately sprang myself behind the edge of the superstructure, as there were a number of objects flying in my direction. I ran very quickly aft as fast as I could, along the after end of the superstructure, and climbed up on a kind of step.

I went under the barge, and by the time I went up on the superstructure this explosion had passed. The objects had stopped flying around. Then I saw on the starboard side there was an immense mass of foaming water and wreckage and groaning men out there. It was scattered around in a circle, I should say about a hundred yards in diameter off the starboard side. I immediately proceeded to lower the gig, with the help of another man.

After I got that in the water several officers jumped in it, and one or two men. In the meantime somebody else was lowering the other boat on the port side. I heard some groans forward, and ran forward on the quarter deck down the poop ladder, and I immediately brought up on an immense pile of wreckage. I saw one man there, who had been thrown from somewhere, pinned down by a ventilator. With the help of Lieutenant Blandin we got him up just in time before the water rose over him.

The captain and the executive officer ordered the magazines to be flooded. We saw all at once that it would be no use flooding the magazines. Then the captain said he wanted the fire put out that was starting up in the wreckage. I made my way forward through the wreck and the debris, up to the middle superstructure, to see if anything could be done toward putting out this fire. When I got there I found nothing could be done, because the whole thing was gone.

When I climbed up on this wreck on the superstructure I saw similar piles of wreckage on the port side

which I had not seen before and I saw some men struggling in the water but there were half a dozen boats there, I suppose, picking them up and hauling them out. After pulling down some burning swings and things that were starting to burn aft, to stop any fire from catching aft, I came aft again out of the wreckage. There was no living thing there at that time. Shortly after that we all left the ship. There were two distinct explosions—big ones—and they were followed by a number of smaller explosions, which I took at once to be what they were, I suppose—explosions of separate charges of the blown-up magazine.

The instant this first explosion occurred I knew the ship was gone completely, and the second explosion only assisted her to go a little quicker. She began to go down instantly. The interval between the two was so short that I only had time to turn my head and see the second. She sank on the forward end—went down like a shot. In the short time I took to run the length of that short superstructure aft, the deck canted down, showing that her bow had gone at once.

At the same time, the ship heeled over considerably to port, I should say about 10 degrees, the highest amount, and then the stern began to sink very rapidly, too; so rapidly that by the time I got that gig lowered, with the assistance of another man or two, the upper quarter deck was under water, and the stern was sinking so quickly that when I began to pick this man up, whom I spoke of on the quarter deck, the deck was still out of the water. Before I got this ventilator off him—it didn't take very long, as Lieutenant Blandin assisted to move that to get him up—the water was over my knees and just catching this fellow's head, the stern was sinking that quickly.

IV. First Class Fireman William Gartrell

I was in the steering engine room, two decks lower than the officers' mess room and lower down in the ship than any other man who escaped. To reach the level of the officers' mess rooms I had to run forward about 20 feet, pass through a doorway, spring across to a ladder, climb up two flights of ladders, and pass

through another doorway—a narrow and difficult route.

I could see through the door a kind of blue flame, and it came all at once. Frank Gardiner and I jumped up and I went to the port side up the engine room ladder, and Frank Gardiner he went up the starboard side—at least, he didn't go up, because he hollered at me. He struck the door right there where the partition separates the two doors, and he must have struck his head.

He hollered to me. He says, "O Jesus, Billy, I am gone."

I didn't stop then because the water was up to my knees. I made a break as quick as I could up the ladder, and when I got up the ladder into the steerage-room, the ladder was gone. Everything was dark. I couldn't see nothing. Everything was pitch-dark, and I gave up, or I started to give up. There was a colored fellow with me. I didn't know his name until afterward. His name was Harris. We got hold of each other.

I says: "Let's give up. There is no hope." I started in to say a prayer the best I knew how, and then I heard a voice.

It must have been an officer. It couldn't have been a man's voice, because he says: "There is hope, men." I knew from that that he was an officer.

After that I seen a little light. It looked like an awful distance from me, but I made for that light and when I got there it seemed like I could see the heavens.

I got jammed in the ladder. My head was right up against the deck. I seen the ladder, and I caught hold of Harris, and the two of us hugged each other. The ladder was hung crossways on top. There wasn't no ladder that we could walk up. The ladder was up above us.

I don't know whether I got out first or this colored fellow, but when I did get out I tried to say a prayer. I looked where I was, and I saw the heavens and everything, and I tried to say a prayer or something and I fainted away. I felt some one picking me up, and they throwed me overboard.

FIRST photograph, taken the morning after the explosion, shows the wreckage of USS *Maine* in Havana Harbor.



TAFFRAIL TALK

OUR ears were very neatly pinned back by the CO of USS *Hawk* (AMS 17): "On page seven of the August issue it was stated that the reefer USS *Corduba* (AF 32) was the first ship in the Atlantic Fleet to report 100 per cent participation in the buying of savings bonds.

"Without the intent of lessening the credit due *Corduba*, it is hereby reported that USS *Hawk* has enjoyed 100 per cent participation in buying savings bonds for over a year.

"The recent Security Loan Drive consisted aboard this vessel in increasing bond allotments . . . since an increase in percentage of participation was impossible."

* * *

An admiral's gesture, a spoken word—these are the things their men are quick to perceive and remember. More than often they write their impressions and send them along to friends, parents . . . or ALL HANDS.

From San Diego came a letter from a retired machinist ("Subject: Observing"), written Armistice Day: "Was in Balboa stadium



this afternoon just a few feet behind the reviewing stand where Rear Admiral Bieri was reviewing the parade. After about 15 minutes of returning salutes and saluting colors and

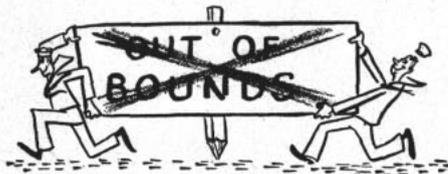
standing at attention for various parade units, here comes Bonham Brothers Boys Band. There were four little fellows (about eight years old) about 60 feet in advance of the band carrying the insignia flags. Well, when they came up to the reviewing stand, the admiral saluted them. The people really cheered, too; they figured more than likely that was a salute to the youth of America. But myself I thought that was very manly of the admiral, as he wasn't required to salute those four boys. It is such things as that, that makes us have undying respect for our leaders. I know everyone there appreciated the token on the admiral's part . . ."

* * *

And in Londonderry, Northern Ireland a communication technician sat down to drop us a line about an incident he had not witnessed but had read about: "Three cheers for Rear Admiral Austin K. Doyle

who, in reply to the request of a prominent Bermuda hotel to make the hotel's premises out of

bounds for enlisted men, replied that he would make it out of bounds for officers, too. 'The customs of my country do not permit discrimination between officers and men in public places,' said Rear Admiral Doyle."



The All Hands Staff

ALL HANDS

THE BU PERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

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PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

● AT RIGHT: Two sailors from USS *Princeton* (CV 37) stop at one of the street vendors in Tsingtao, China, to buy some hot roasted chestnuts. The sailors are R. C. Barrett, AF2, of Manchester, Conn., and Richard L. Allen, FN, of Portland, Ore. ➔

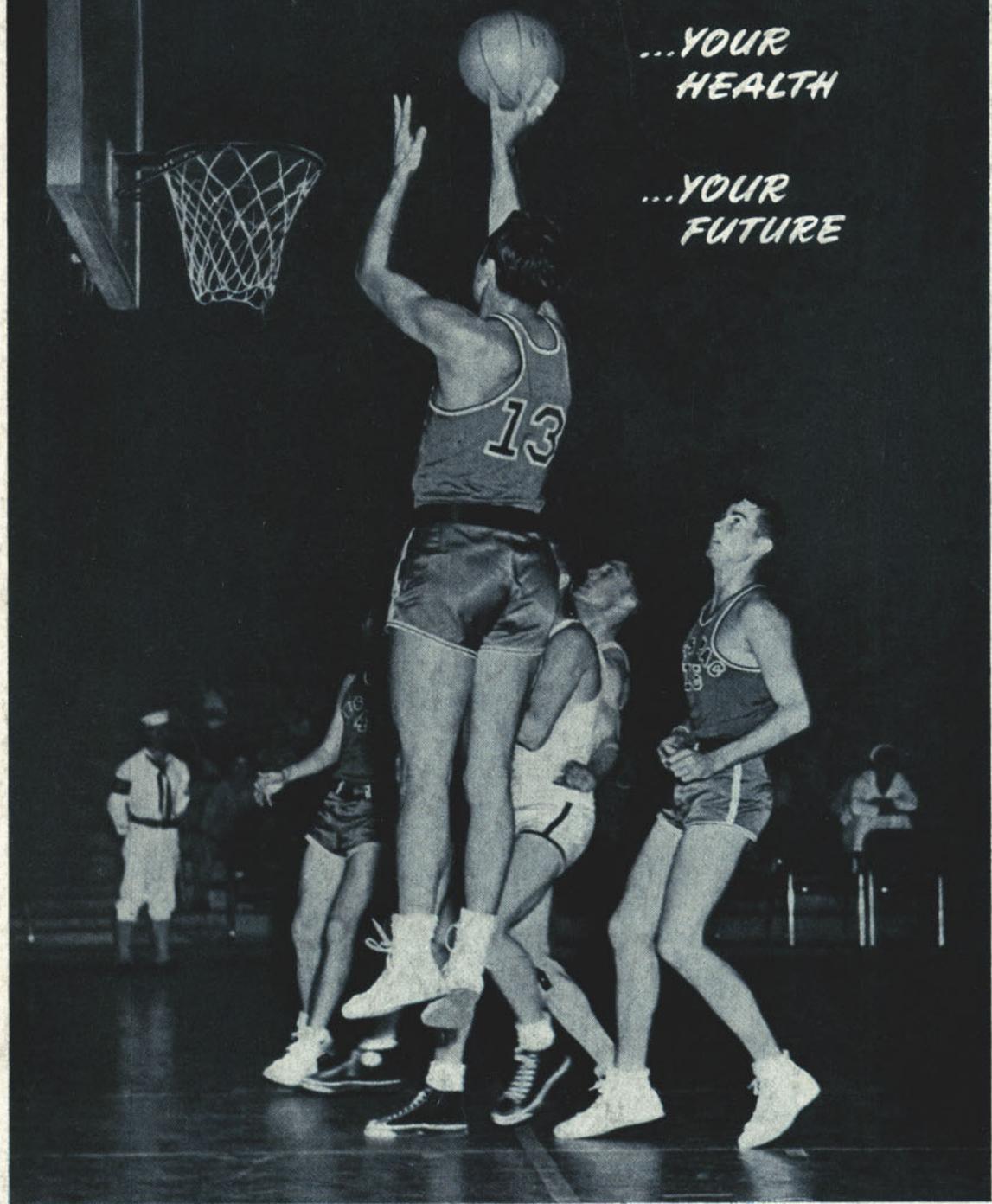


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*...YOUR
FUTURE*



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